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Volume CCXLIV No. 3165

THE SPHERE

LONDON, January 28, 1961

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WELCOME IN INDIA

At Palam Airport, the Vice-President of India, Dr. S. Radhakrishnan, shakes hands with the Queen as President Prasad welcomes the Duke of Edinburgh. The Prime Minister, Mr. Nehru, and Mrs. Pandit (left foreground), India's High Commissioner to Britain, move forward to take part in the ceremony. The Royal visitors had just alighted from the B.O.A.C. Britannia airliner which had brought them from London. During the journey a short call had been made at Cyprus, where the Queen and the Duke met the President, Archbishop Makarios, and the Vice-President, Dr. Kutchuk. In India, the Royal visitors were soon engaged in the first events of a long and crowded tour. The President welcomed the Queen in a short address and Her Majesty replied by saying she was "thrilled to be here for the first time." Well over 1,000,000 people lined the route from the airport to the Presidential Palace in New Delhi, and the Queen, driving with the President, smiled and waved to the vast crowd. The Duke drove with Mr. Nehru. In the afternoon, the Queen and the Duke went to the shrine to Mahatma Gandhi to lay a wreath of 500 white roses

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NEWS SUMMARY

Terror in Congo; moves for peace in Laos; the reassembly of Parliament; Mr. Khrushchev's attitude to war; the election in Zanzibar

CONGO

Events continued to move rapidly up to the beginning of this week. Mr. Lumumba, the deposed Prime Minister, had been moved from his place of arrest in Leopoldville to Jadotville, in Katanga. The transfer was stated by Congolese Government officials to be " for his own safety." It could also be presumed to indicate a closer alignment between President Kasavubu's central Government, recognised by the United Nations, and the separatist regimes of Mr. Tshombe, in Katanga, and Mr. Kalonji, in South Kasai, who are backed by Belgium. It was also announced that Mr. Lumumba was to be tried for incitement to murder. This news enraged his followers in the Provinces of Orientale and Kivu, from which he draws much of his support. Reprisals were taken against Europeans, and reports on Monday morning stated that the situation in these provinces was so serious that Belgian troops were standing by in Ruanda-Urundi to carry out rescue operations of the white population in Stanleyville (Orientale) and Bukavu (Kivu). The Congo situation seemed more critical and dangerous than ever.

The Queen with President Makarios and Vice-President Kutchuk at Akrotiri R.A.F. station in Cyprus during her stop there last Friday evening on her flight to India

LAOS

Fresh Western proposals were made last week-end in **Moscow** on a means of settling the Laotian crisis. Sir Frank Roberts, the British Ambassador in Moscow, saw Mr. Kuznetsov, the Acting Foreign Minister, to propose the return to Laos of the International Supervisory Commission of India, Poland and Canada. (The Russians proposed this at the end of last December, but subsequently favoured reconvening the 1954 Nine-Nation Geneva Conference.) One obstacle in the way of setting up the Commission has been the position of the present Prince Boun Oum-General Nosavan Right-Wing Government. This has not been recognised by the Communist bloc, which has continued to support the exiled Prince Souvanna Phouma. It was understood that the new British proposals made by Sir Frank Roberts circumnavigated the problem by proposing that the Commission approach King Savang Vatthana. But according to reports from his capital, **Luang Prabang,** he was said to be unwilling to do this, since he regarded any such manœuvre as " unconstitutional."

GREAT BRITAIN

The period for payments of hire purchase on a wide range of goods has now been extended from two to three years. This was announced by the Government last week in an effort to stimulate certain industries which have had to put workers on short time owing to lack of demand for their products. (Controls were reimposed on hire purchase last April after two years, during which they had been relaxed.)

Parliament reassembled last Tuesday. In the Commons the first question on the Order Paper concerned statues of dead Prime Ministers. The opening business was the second reading of the Overseas Service Bill. This provides for British administrators and experts to continue serving in territories gaining independence. On Thursday Mr. Butler was to answer questions on the perennial controversy regarding capital punishment. Among the first business of the Lords was a debate on Nato, in which Lord Home was to speak for the Government.

Mr. Antony Armstrong-Jones started work last Monday as unpaid adviser to the Council for Industrial Design. The Council, established seventeen years ago, has the purpose of " promoting by all practicable means the improvement of design in the products of British Industry." Two other members of the Royal Family follow careers of their own, apart from public duties. The Duke of Kent is an officer in the Regular Army. The Earl of Harewood is Artistic Director of the Edinburgh Festival. He presents his first Festival this year.

BELGIUM

The Belgian strike came to an end when the Walloon trade unions decided last week-end to " suspend " the stoppage of work in the places where it was still being observed. The cause of the strike, which lasted a month and at one time was nation-wide, was the austerity measures of M. Eyskens' Government.

RUSSIA

Details of an important speech made by Mr. Khrushchev to a group of Marxist theoreticians on January 6 were released in Moscow last week. Discussing the Conclave of representatives of eighty-one Communist parties last November, he declared that it laid down the policy for all " honest " Marxists. Such Communists, the Russian Prime Minister said, are opposed to nuclear wars and local wars. He instanced the Suez intervention as an example of the latter and claimed that it had been stopped by Soviet diplomatic intervention. But, he went on, Communists do not oppose what he termed " national liberation wars " because they are " inevitable." In this context most commentators considered that Mr. Khrushchev was referring to struggles of the type now being carried on in Algeria and Laos.

Following his strictures of Soviet agricultural policy at the recent meeting of the Central Committee of the Russian Communist Party, Mr. Khrushchev was expected to start a tour of farms in many parts of the country this week. He announced he would " criticise shortcomings whenever I see them."

Moscow Radio stated in a broadcast last Saturday that Madame Olga Ivinskaya, close friend of the author, Boris Pasternak, who died last May, and her daughter Irina had been convicted and sentenced for having formed criminal contacts with foreign nationals. Madame Ivinskaya was the model for the heroine in Pasternak's great novel, *Dr. Zhivago*. No details were given in the radio bulletin of the length of the prison sentences, but information from private sources indicated that they were heavy. Pasternak was awarded the Nobel Prize for *Dr. Zhivago*, and although he refused to accept it he fell into disgrace with the Soviet authorities. Observers in Moscow thought that the trial of his close associates might be an attempt to denigrate his memory among the Soviet people.

YUGOSLAVIA

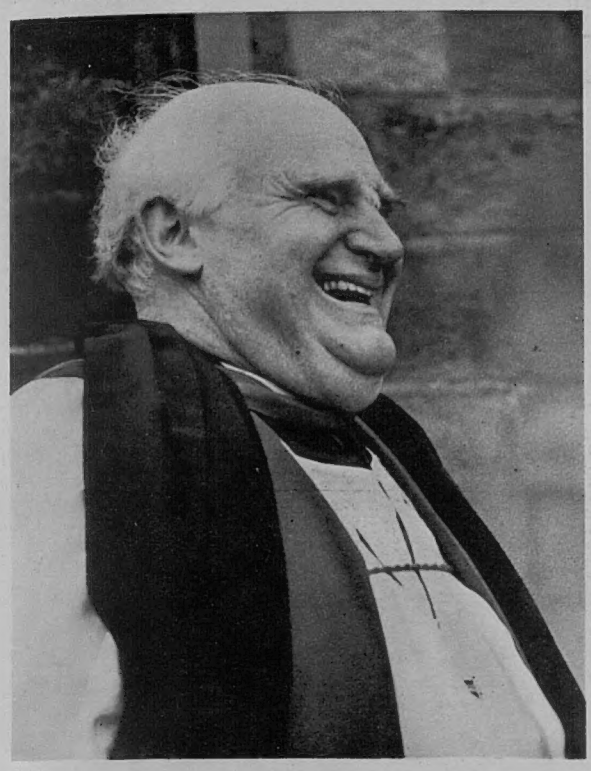
Milovan Djilas, a former Vice-President of Communist Yugoslavia, was released on probation from gaol last week. He was sentenced to nine years' imprisonment in October 1957 on charges of spreading hostile propaganda against the State. Two months previously Djilas' book *The New Class*, banned in Yugoslavia, had been published in Britain and the United States. He had already been tried twice on similar charges.

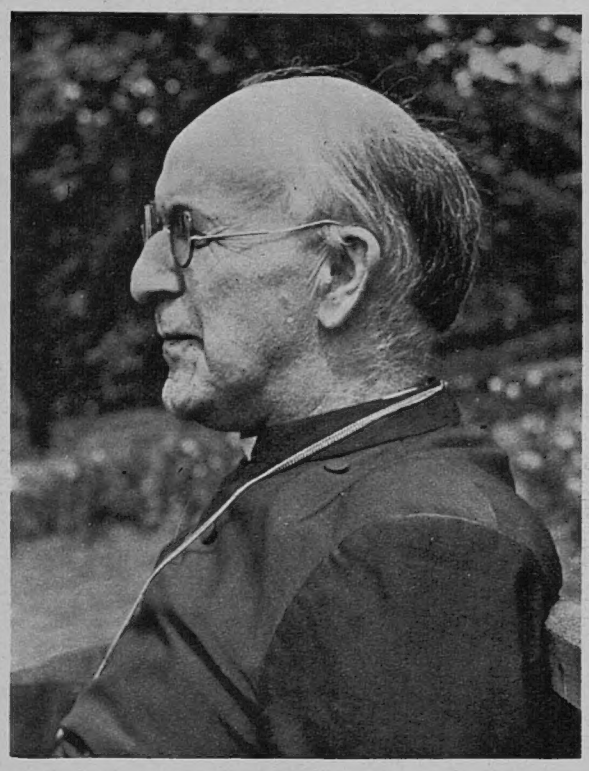
A close wartime colleague of Marshal Tito, Djilas was at one time regarded as the Yugoslav President's right-hand man. From his writings it appears he became disillusioned with all forms of Communism (including Titoism) and regarded the evolutionary Socialism of the West as the best hope for the world.

ZANZIBAR

The British Protectorate consists of two islands, Zanzibar and Pemba, which were placed under British protection in 1890 at the request of the Sultan of the time. Government was invested in the Sultan, advised by the British Resident. In recent years various constitutional changes have taken place. Last week elections were held for twenty-two seats in the Legislative Council. There are also five appointed and three official members. The election was in accordance with the recommendations made by Sir Hilary Blood, who visited Zanzibar as Constitutional Commissioner last year.

Nearly 85,000 out of a total electorate of 95,000 voted. Provisional results were that the Afro-Shirazi Party, a pro-African, anti-Arab party, won ten seats; the Zanzibar Nationalist party, a multi-racial moderate party, nine seats; and the Zanzibar and Pemba People's Party, a splinter party of the Afro-Shirazi Party, three seats. But one seat was gained by the Afro-Shirazis by one vote, and the result was immediately challenged. In the interim, the British Resident, Sir George Mooring, asked Mr. Abeid Karume, leader of the Afro-Shirazis, to form a Government. The new constitution provides that for the first time the majority party leader should become chief minister in the Council. (The British Resident retains ultimate powers and presides over the Executive Council.) Other recommendations safeguarded the position of the Sultan as being " outside politics." In October last year, H.H. Seyyid Sir Khalifa bin-Harub, who had reigned for nearly forty-nine years, died. He has been succeeded by his son, Seyyid Sir Abdullah bin-Khalifa.





DR. A. M. RAMSEY SUCCEEDS DR. GEOFFREY FISHER (CENTRE) AS ARCHBISHOP OF CANTERBURY. **Right:** DR. COGGAN, NOMINATED ARCHBISHOP OF YORK

Within two days of Dr. Fisher's announcement last week of his impending retirement from the Archbishopric of Canterbury, Dr. A. M. Ramsey, the Archbishop of York, had been nominated to succeed him. At the same time Dr. F. D. Coggan, the Bishop of Bradford, was nominated to the Archbishopric of York. Dr. Fisher will vacate his See on May 31, soon after his seventy-fourth birthday. Dr. Ramsey, who is aged fifty-six, was a pupil of Dr. Fisher when the latter was Headmaster of Repton. At Cambridge he was President of the Union. He was appointed Professor of Divinity at Durham University in 1940. In 1950 he became Regius Professor of Divinity at Cambridge. Two years later he returned to Durham as Bishop and was translated to York in 1956. Dr. Coggan, born in 1909, was educated at Merchant Taylors' School and St. John's College, Cambridge. He was an Assistant Lecturer at Manchester University from 1931 to 1934, curate of St. Mary, Islington, 1934 to 1937, and Professor of Divinity, Wycliffe College, Toronto, until 1944. In that year he came back to England to be Principal of the London College of Divinity. He was consecrated Bishop of Bradford in 1956

ABORTIVE RESCUE OPERATIONS IN THE ATLANTIC

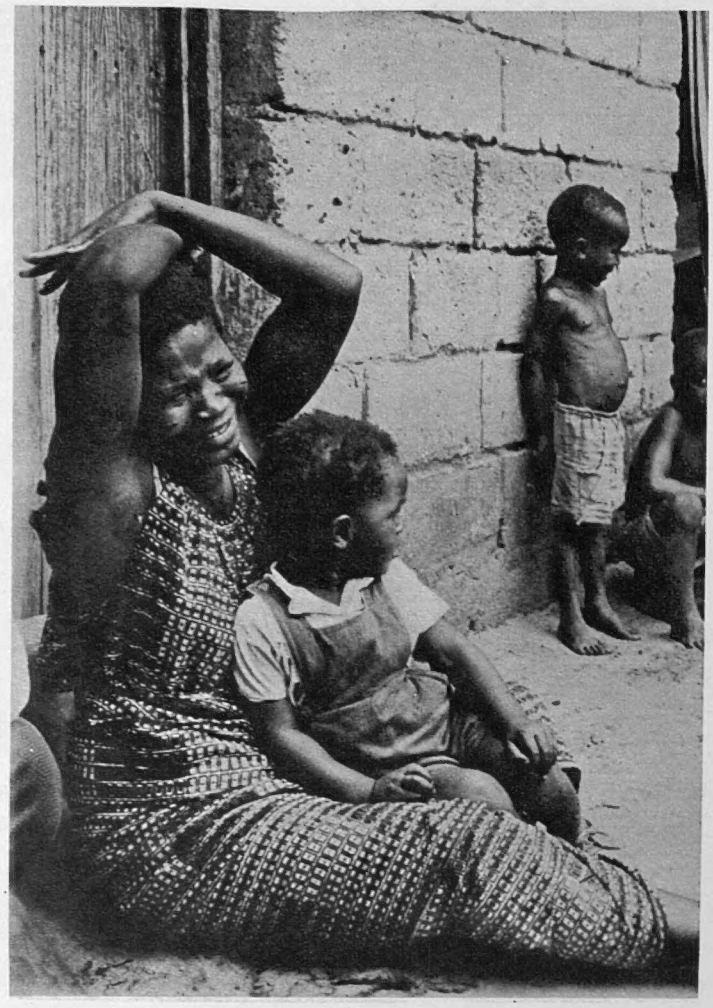
THE NEWS IN PICTURES

Left: In the intensive search for survivors from the American radar tower—the Number Four "Texas" Tower—which collapsed and disappeared off the New Jersey coast, are the American destroyer *Bundy* (foreground) and the *Sun Bird*, a naval salvage vessel (centre, right). The tower, one of three erected off the American coast to give radar warning of attack, was supported on three concrete pilings. It disappeared in a gale with a skeleton crew of twenty-eight men on board. **Below, left:** The aerial view shows the twisted wreckage on the bridge over the Gasconade River, west of Newburg, Missouri, after twenty-one wagons of a freight train were derailed. The bridge was out of action for some days. **Below:** In a fire at the U.S. Navy's Charleston naval base, South Carolina, six people were killed. The blaze occurred on a pier of the degaussing station, where ships are demagnetised to make them invulnerable to magnetic mines

DERAILMENT ON AN AMERICAN RAILWAY BRIDGE

FIGHTING THE FLAMES AT THE CHARLESTON NAVAL BASE

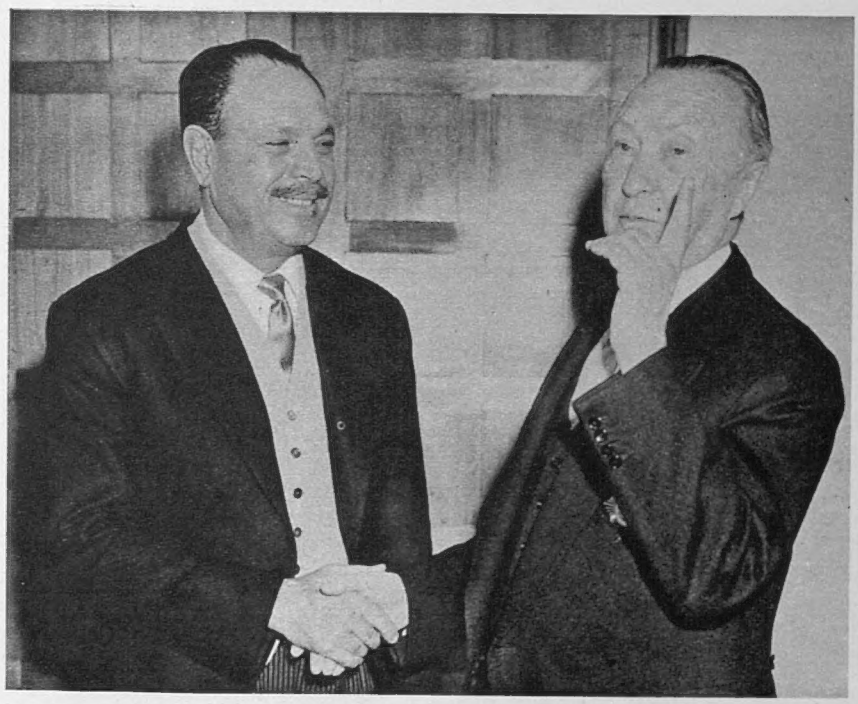
Mrs. Lumumba, wife of the deposed Congolese Prime Minister, gave vent to her feelings when she returned home from a visit to the United Nations headquarters in the Congolese capital. There she had pleaded for the safety of her husband. Earlier there had been reports that while being transferred from Leopoldville to a prison outside Elisabethville, in Katanga, Mr. Lumumba had been severely beaten up, and that one of his two companions, Mr. Mpolo, former Minister of Justice, and also under arrest, had died of injuries. This news led Mr. Hammarskjold to send a message from New York to both Leopoldville and Elisabethville. In it the U.N. Secretary-General referred to the need for "due process of law" and for the "proper treatment" of prisoners



MRS. LUMUMBA, WITH HER CHILD ON HER LAP, WEEPS OUTSIDE HER HOME IN LEOPOLDVILLE

Below right: In Bonn, during his seven-day State visit to West Germany, the President of Pakistan, Field-Marshal Ayub Khan, talks to Dr. Adenauer, the Chancellor of the Federal Republic. While he was in Bonn, he invited President Lübke and Dr. Adenauer to visit Pakistan. This was accepted. Field-Marshal Ayub Khan also discussed the delivery to his country of German prefabricated hospitals and mobile clinics

Far right: Señor Manuel Stolik Novygrod arrived in London recently to take up his duties as Chargé d'Affaires for the Cuban Government. He is twenty-two and is the youngest foreign diplomat holding a senior appointment in London. Señor Stolik was in prison at the time of the 1958 Cuban revolution, on charges of revolutionary activity against the Batista Government



PRESIDENT AYUB KHAN AND DR. ADENAUER

CUBAN ENVOY IN LONDON

IN SOUTH VIETNAM

Below: During one of the searches for Communist guerillas, South Vietnam marines wade through a jungle stream. They are armed with American equipment and many of their officers have received training from U.S. instructors. In South Vietnam, which was guaranteed independence under the 1954 Geneva agreement, there have been intensive measures in recent months against guerillas

PRESIDENT SEKOU TOURE, of the independent Republic of Guinea, shakes hands with students from his country who are being educated in Bulgaria, as he enters the Vranya palace in Sofia. President Touré was on a tour of Bulgaria. Under agreements with the Communist bloc, Guinea has received technical aid

THE NEWS IN PICTURES

At midday on January 20, John Fitzgerald Kennedy became the thirty-fifth President of the United States. Close to him on the platform as he took the oath of office were his wife and other relatives, the outgoing President, who can now be known again as General Eisenhower, and his wife, and the former Vice-President, Mr. Nixon. After Mr. Kennedy had been sworn by the Chief Justice, the new Vice-President, Mr. Lyndon Johnson, took his oath from Mr. Sam Rayburn, the Speaker of the House of Representatives. The inauguration ceremony was unique in at least two respects. At the age of forty-three the new Chief Executive is the youngest in the history of the U.S.A. Since he is a Roman Catholic, for the first time the invocation was delivered at an inauguration by a Roman Catholic dignitary, Cardinal Cushing of Boston. In his stirring inaugural address President Kennedy concentrated on America's relations with the rest of the world. He urged that the West and Russia "begin anew the quest for peace." He went on: "Let us never negotiate out of fear. But let us never fear to negotiate." The following day in Moscow Mr. Khrushchev called the American Ambassador to a two-hour meeting in the Kremlin. The former had sent a message to President Kennedy expressing a wish for "a normalization of the whole international situation." The President had replied, asking for "a genuine dedication" towards "a peaceful and more fruitful life for all"

At his inauguration outside the Capitol in Washington President Kennedy takes the oath of office which is being administered by the Chief Justice of the United States, Mr. Earl Warren

Mrs. Kennedy and Mrs. Eisenhower set out to drive to the ceremony

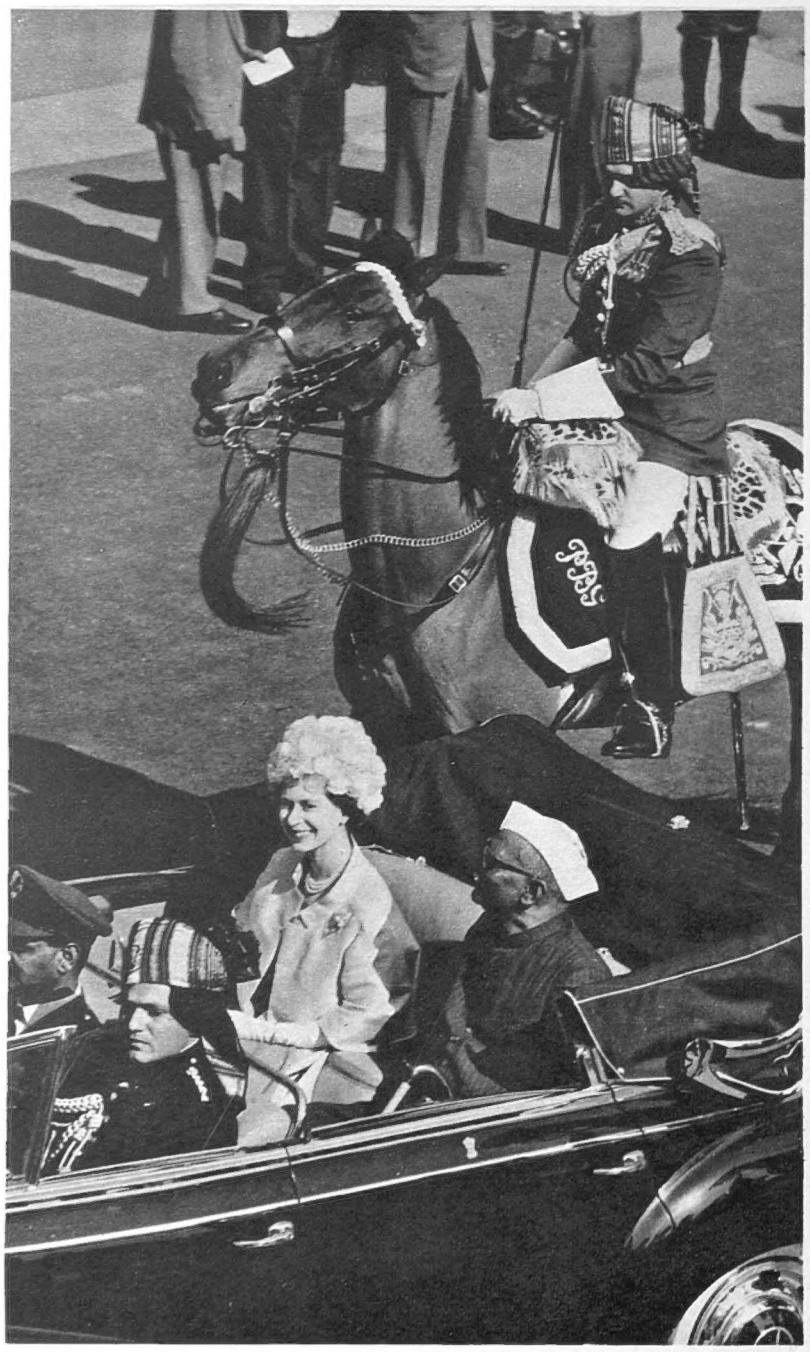
Mr. Kennedy and Mr. Eisenhower leave the White House

Below: In the inaugural parade Mr. and Mrs. John Kennedy are in the second car in the procession

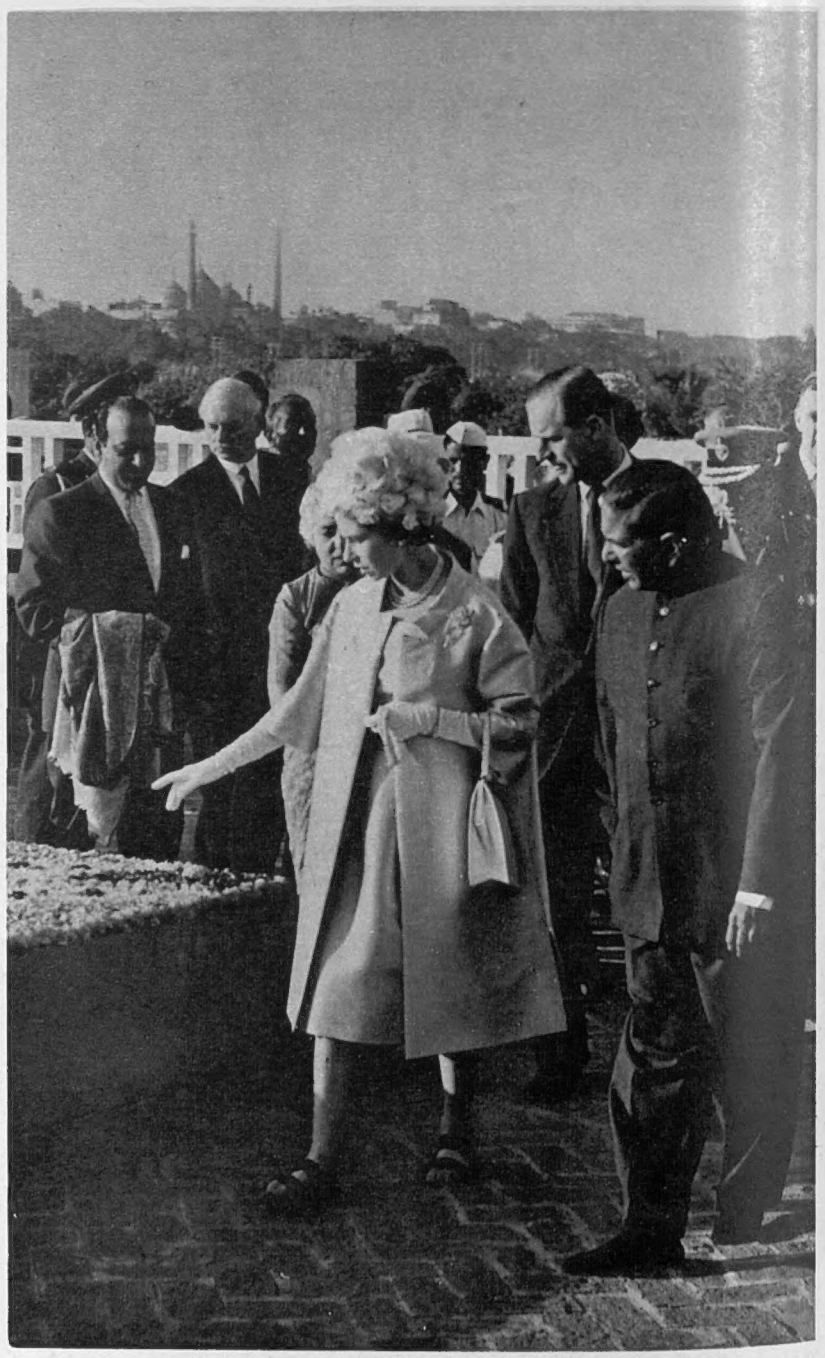
THE QUEEN IN INDIA

At London Airport, members of the Royal Family and the Government wave to the Queen and the Duke at the start of their journey

The Queen and Prince Philip change into sandals before visiting Gandhi's shrine at Rajghat, outside Delhi



The Queen and the President drive in the procession from the airport



At Rajghat, the Queen sees Gandhi's shrine, with a covering of flowers

The scene in Jijay Chowk as the procession from the airport to Rashtrapati Bhavan passes the mounted Presidential Guards. The Queen and Dr. Prasad are in the first car

At the shrine, Queen Elizabeth waters a tree which she had just planted

Mr. Nehru presents the Queen with a book on the life of Gandhi

JOHN CONNELL

FIFTEEN YEARS HARD

The office of Secretary of State for Foreign Affairs is, as I have remarked on this page more than once, unique in any Government of any political complexion—unique in the quality, quantity and the daunting mixture of sameness and variety of the work it provides, and unique in the continuous strain of responsibility which it imposes. To attempt a survey of the conduct of British foreign policy, over a period as long and as crowded as the fifteen years since the end of World War II, which shall be comprehensive, unified and not of inordinate length, is bold—some might say to the point of hardihood.

But the Hon. C. M. Woodhouse, D.S.O., is a man of proven courage; and he was, until he entered Parliament as a Conservative M.P. at the General Election of 1959, Director-General of Chatham House, the Royal Institute of International Affairs. His new book, *British Foreign Policy Since the Second World War* (Hutchinson; 30s.), valuable and interesting as it is, is characteristic both of the man and of the Institute.

It is cool and competent, analytical without being finicky, critical without being destructive; and, as Mr. Woodhouse himself points out, "it contains no moral judgments and no recommendations." It is brave in purpose, cautious in accomplishment, and curiously clinical in manner. It is a most workmanlike and impartial account of the facts. Events happened in the order in which Mr. Woodhouse recorded them; trends developed along the lines which he plots; he is scrupulously fair in his assessment of motives and intentions. This, *par excellence*, is the calm, perfectly modulated voice of the B.B.C., of Chatham House, of the Establishment, treating those two impostors, Triumph and Disaster, just the same (but not somehow in the way in which Kipling, with all his passion and his prejudice, really meant).

For where, oh, where, are the blood and guts of fifteen years of slogging hard work, or fatigue, melodrama, disillusionment, blundering, tenacity, woolliness, myopia, sudden shrewdness and sudden, breath-taking silliness, which have composed the day-to-day conduct of British foreign policy, and the efforts to protect British interests abroad, in a world and at a time in which forces venomously hostile to those interests (not to mention rights and responsibilities) have been continuously in operation? It is possible that I may, in asking this question, be putting the cart before the horse; but as another passionately prejudiced poet once cried: "Where 's the bloody horse?"

The fundamental fact of Britain's external relations since 1945 is, as Mr. Woodhouse concedes in his temperate, under-emphatic manner, that we have become a second-rate Power. Every major move in foreign and Commonwealth policy has had to be made both as part of the process of resistance, response or adjustment to this new status, and as part of the effort to survive at all. Whenever any step has been taken without this dual aim held relentlessly in view, it has been, almost without exception, calamitous.

In London, Lord Home, the Foreign Secretary, shakes hands with Mr. Y. Tsutsumi, a former Speaker of the Japanese Lower House, who is on a tour of Europe

It is the Establishment's assumption that the decline in status, power and prestige, was inevitable; the corollary is that it was right, and that all its consequences are a pretty decent show and all for the best really old chap, and look at Ghana, India, that delightful new cultural agreement with the Soviet Union, and soon we 'll have dear, kind old Dev back in the Commonwealth—so really what are the cross old reactionaries like Connell fussing about, and why, why, in this lovely new world, are the angry young men so rudely and so unnecessarily angry?

But supposing we set out (I do, and I make no bones about it, and I glumly refuse to join in the pretty futile charade) from a quite different series of assumptions. I regard it as an incontestable fact that the United Kingdom, having contributed by far the greatest share to the Allied victory over the Axis, was manœuvred into defeat (and punishment) at the hands of its allies, the United States and the Soviet Union. We took the consequences of being vanquished, not the spoils of being victorious. This may have been inevitable, but it certainly was not right. In 1945 we were at the top of the slide. Since then we have slithered jerkily farther and farther into decline. At each stage, until lately, it would have been possible—by heroic, unified national effort, under inspiring leadership—to halt the process. There has never been any need on our part to be so compliant and so complacent.

I therefore see these fifteen years in a light different from the tranquil, rosy glow which bathes Mr. Woodhouse's survey. I had no particular illusions about the future of the British Commonwealth and Empire when I was demobilised in 1945—after all, I had learned the hard facts of global strategy and territorial tactics in Palestine and India—but I had some rather defiant hopes. Those hopes were a busted flush. I recognised then, I recognise now, that it was and is imperative to maintain the Western Alliance.

In all the welter of difficulties with which successive Foreign Secretaries have wrestled—almost always ill-supported by their colleagues and by the country at large, often (as Ernest Bevin had occasion loudly to complain) "stabbed in the back" by their own people—certain decisions, in my view, stand out as of great significance, great wisdom and great courage: the impetus given to Marshall Aid, the retention of our separate nuclear armoury, the Berlin airlift, the formation of Nato, the instant support given to the U.N. military campaign in Korea, and the determination (now being stealthily sapped, I regret to say) to cut our losses in the Arab world after Suez. But how often have we not had to play along with the Americans, in the interests of the Western Alliance, when the American method of playing was directly contrary to our own vital interests? The Suez catastrophe is the classic example of the dangers of secondary status, and of its too placid acceptance.

The disintegration of the Empire and Commonwealth is a consequence of weakness on two separate but linked planes—military weakness *vis-à-vis* both the Soviet Union and the United States and moral weakness, manifested in a persistent and very disquieting loss of national nerve. Mr. Woodhouse deals competently, skilfully and elegantly with the military weakness in all its facets and all its implications; but, as he himself explicitly admits, he dodges the moral weakness. I take leave to wonder whether history without a moral stiffening is history at all.

G. M. Young, in an essay written some years before his death, looked back at his own monumental work, his study of the nineteenth century, *Portrait of An Age*, and said this: "Of its worth as history I can hardly judge; of its significance as a document for the history of a civilisation I have no doubt whatever. Having lived to see that civilisation in ruins: the greatest of Empires doubtful of its standing as a great power: and thousands of the King's subjects noisily transferring their allegiance to a foreign despotism, I sometimes wonder whether it is worth my while to say anything more. . . . I suppose that no nation, undefeated in war, has ever plunged so precipitately from high to low; and to drag out one's life in a peace that is no peace, knowing only that the present times are evil and feeling no assurance that the coming times will be better, is hardly the lot that a man of modest desires would choose for his old age. But one goes on."

I quoted this sombrely percipient passage in a paper on the writing of contemporary history, which I delivered in March 1957 to the Royal Society of Literature. It seems to me just as relevant now as it did then, in the immediate aftermath of Suez. Mr. Woodhouse, in his summing-up of the world scene in October 1959—the date he chose for the end of his survey—says: "There were grounds for cautious optimism not only about the state of the world fifteen years after the war, but also about Britain's position in it. Although no longer in the top category of great Powers, Britain was the most indispensable and influential of the next category: indispensable to the U.S.A. and the Western Alliance, influential not only with them but also with the rival bloc and with the neutrals."

In March 1957 I paraphrased some words which Mr. Rex Warner had used about Thucydides in his preface to his own magnificent translation of the first and greatest of all contemporary historians, and I ventured to apply them to myself thus:

> My belief in the fact and the ideal of the British Empire has never wavered. It is a belief in which I was brought up, and, if I believe in a lost cause, there is no doubt about the fact that to me the cause is worth any and every sacrifice. I have not only seen, before my death, the fall of the British Empire; I have observed and I am striving to record something even more tragic than the loss of man-power and resources—the progressive moral deterioration of the world and the society that I know. I have seen the "liberators" triumphant and already beginning to install a system which has none of the enlightenment and magnificence of the organisation which they have overthrown and which indeed has nothing whatever to be said for it except that it is too inefficient to last.

That is where I differ, and I shall go on differing pretty deeply, from commentators and historians like Mr. Woodhouse.

General Adolph Heusinger, Inspector-General of the West German Armed Forces, is greeted at the Royal Naval Tactical School at Woolwich by Captain T. W. B. Shaw, the Director of the School. The General, who is shortly to become Chairman of the Nato Permanent Military Committee, in Washington, spent three days in Britain last week. He had been invited for talks by Admiral of the Fleet Lord Mountbatten, Chief of the Defence Staff, to discuss some problems of training between the West German and British forces. He also visited a number of Service establishments. Among those he met at Woolwich was Admiral Sir Caspar John, the First Sea Lord. Certain of the facilities being offered by Britain to West Germany, such as the use of the South Uist rocket range, in the Hebrides, off the coast of Scotland, are available to any member of Nato. (Mr Watkinson, Minister for Defence, made this proposal at the last two Nato meetings.) General Heusinger has been West German Inspector-General, the Federal Republic's top soldier, for the past six years. For much of the war he was Chief of Operations in the German General Staff. He is the son of a headmaster. In 1944 he was arrested by the German Secret Service for being involved in plots against Hitler

TOP GENERAL FROM GERMANY

b

A commoner cleans a king—removing London's grime from the neck of the statue of Richard Coeur-de-Lion, sculpted by Marochetti in 1860, which stands in Old Palace Yard, outside the Houses of Parliament

The traditional procession through Kenmore, Perthshire, for

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

BLEAK HOUSE RE-READ. Mr. Selwyn Lloyd, fresh from his triumphs at the Foreign Office, came in as Chancellor to do what his charming predecessor was too cautious to do —give us a Budget which would set the seal on our prosperity and golden prospects, a Budget which would please us all. Why not? The cost of living was pegged, inflation a fading spectre, trade recessions merely normal and seasonal occurrences, and our balance of payments fairly healthy. It hasn't worked out that way, even while Mr. Lloyd's first Budget is still in embryo. It looks as if it would prove a skinny baby; and at Liverpool last week Mr. Lloyd's hand hovered again on Dickens's dusty shelf, and before a bleak audience he pulled out *Bleak House* again and passed over *Great Expectations*. He admitted everything in the Treasury garden was anything but lovely. Imports at peak, exports declining and competition hardening, inflation threatening again, great increases in Government spending and little hope of reduction in taxation. He admitted that indulging in Governmental exhortations to work harder, export more and use restraint in wage claims was a pretty futile effort; but he devoted much of his address to warnings and exhortations, none the less. "The time might come" when there must be a pause in increased Government spending. (*There* his audience went all the way with him and even further. So, it seems, do many Conservative back-benchers.) Who would be a Chancellor of the Exchequer, dreaming of a red dispatch-box bursting with Pandora's gifts? Who, for that matter, would be a taxpayer in a tiny island sinking under the weight of the Bad Fairies' box of tricks? As it was in Neville Chamberlain's day, so it is now and ever shall be: *Bleak House* is read and re-read, *Great Expectations* remains on the shelf, gathering dust.

A BUDGET FOR THE "HONEST FOOL." Pre-Budget talks at highest level are not unusual in January, and perhaps too much speculation and even hope were raised by the recent Chequers Board discussions. The April outlook is definitely bleak and the Chancellor's resources will certainly not allow for spreading and easing surtax, reduction of death-duties, and abolishing Schedule A. All these things Tory back-benchers and you and I cry out for and will *not* receive *en bloc*; but if the Chancellor would think out and implement at last some plan to simplify and make comprehensible to laymen the whole complicated structure of taxation, so that the "honest fool" (who does not understand how to be clever at evasion and longs to live within his income without luxury, and to save) could be a little encouraged, you and I would probably be satisfied with his bleak Budget. For we have learned to expect so little. And one way in which he could do that would be by increasing indirect taxation on all luxuries beyond a reasonable man's necessities and reducing it on what *are* accepted as necessities. For my part, I think the "honest fool" is entitled to ask for a comprehensible taxation code which does not require him to pay an expert to elucidate it on his behalf. I think, too, he is entitled to an occasional pipe of tobacco at something under 4s. 10d. (the same brand which he bought for 4½d. when he started smoking). I think he realises that whisky and cocktails and gold cigar-cutters, and so on, must be classed as "luxuries" for him, and it annoys him that taxation on tobacco and spirits should both be treated alike as essential and unalterable revenue-getters. He has heard a lot of boasting of a "pegged cost-of-living," but he notices the continuous and insidious rises in the costs of his ordinary groceries and all forms of essential transport fares. Poor fellow, he does need a few groceries and must travel to his work. In short, I think, the "honest fool," who, after all, is the backbone of any country, is overdue for a little favourable consideration of his simplicity and decency and essential needs. Governments always urge him to save. The

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pening of the Tay Salmon Rod Fishing Season

By the side of the Tay, the anglers watch a bottle of whisky being broken over the bows of a fishing boat

time has come to help him to do so. The clever and the slick have had it too good, too long. The grabbers are grabbing too much.

YOUNG SADISTS. It is not unusual to find that gross instances of cruelty to animals outrage human feelings to a greater degree than such cruelty to men or children. It is horrible and mysterious that gross cruelty to animals—insensate sadism—is greatly on the increase among young boys. Usually, in their bestial activities, they follow a leader. Even the psychologists—who claim to know so much—have no clue to the cause. Those whipping-boys for juvenile delinquency, TV and the films, do not " feature " cruelty to animals as they sometimes feature rough-house among men. On the contrary, their nature films are all for preservation and observation. It is not enough to blame the other whipping-boys, the parents, entirely. Even the best of them sometimes throw up little horrors, and the parents of present teenagers were not the *fins et origo* of independence for teenagers or separation between youth and age, though they have done all too little to halt that tendency. Nor is it enough to say that young boys have always gone through a phase of testing their power over other animals weaker than themselves. It is a horrible and inexplicable phenomenon of our day that such sadism is rife and increasing; and schoolteachers must feel deep concern about it. As for the magistrates who must hear all the revolting details, how they must long for the power they have lost to give the young torturers a taste of the same medicine. In earlier generations most boys regarded *Shock-headed Peter* with loathing. To-day an increasing minority take him as their model. By and large, wherever you look, you see little sign that our civilisation is marching on.

ORIGINAL SIN? The psychologist-statisticians are for ever accounting for teenage brutality. They blame it on war " stresses " and slump " stresses," and what-not. There are probably to-day a bigger proportion of children alive with healthy, constructive tastes and ambitions than ever before. There is certainly a bigger proportion of young thugs. All the statistics and theories propounded are worthless as long as they burke the moral issues. Too much money, too many recreations and distractions, too much education in frills, too much insistence on bribing children to be virtuous, account for the failures. And parents and teachers, sentimentalists and humanitarians, share the blame. But by no means all the blame. Wars and slumps are evil things but they are as old as history, and history does *not* show that they have always and inevitably weakened moral fibre in young and old. Many of our noblest national characters, brought up under such conditions, stand as exemplars and proofs that beautiful flowers can grow on stony soil. The idea that every child in our modern civilisation is born a potential criminal until his " original sin " is eradicated by the example and teaching of parents and schools or by bribes to be virtuous is a libel on humanity and civilisation; and theorists and fact-finders who start work on that revolting assumption begin on false premises and beat the air. However much neglected, a child soon learns by contact and experience with other children to recognise what is right and what is wrong, and a vast majority of them turn out to be decent citizens by the employment of innate common sense and an " original " sense of right and wrong. The whole problem of juvenile delinquency is a minority problem, and it is to-day being treated as one universal. It should be narrowed down to find the causes (and the cures) for a small percentage of weaklings who cannot keep their wickets up with the bats which Nature gave them.

LULWORTH COVE. Those who can recall Lulworth Cove, in Dorset, as it was before the world wars can be excused if they travel far and inconveniently to rally for the last-ditch effort to save something from the wreck. For forty years the Army has used that lovely strip of coast as a tank gunnery range and now proposes to close permanently most of the roads of access. The actual range-site occupies 9,000 acres of what has long since ceased to be a beauty spot, but its shadow lies over much more acreage. It is natural that there should be bitter memories and experience of what devastation can be achieved by Army occupation, short or long, of fine houses and beautiful country. Stackpole, in Pembrokeshire, is a sorry example of senseless destruction of beauty and farmland. But civil authorities are themselves pretty good artists at destruction of amenity, and those of us who have recently seen what civil authority has planned and perpetrated over such parts of Lulworth Cove as remained to the public might feel less sense of deprivation if all the roads to it are now permanently closed. Whether or no tanks in modern war are to-day war-museum pieces, we must make up our minds to write off Lulworth and accept the sombre truth that military, civil and scientific authorities are all closely concerned in the " necessary " task of eroding our coastline, and far more quickly and efficiently than the waves and the clay-runnels on our cliffs can do it.

" LORDS AND LADIES GAY." In submissions by the Premier in consultation with Mr. Gaitskell (as forecast), the Queen has strengthened Socialist representation in the Upper House with five new vigorous life-creations. Which is very well. The *Daily Telegraph* sees in these latest creations two new things: a Tory attempt to soft-pedal any clamour for a radical reform of the Upper House (which was first raised by *Tory* and *Liberal* Premiers about a century ago); and secondly, the introduction of a third grade of " barony ": the hereditary, the life-peer-as-announced-in-the-Honours-Lists and now the " interim " or " off-the-record " life-peer. I don't see much force in this second " new thing." Even hereditary peers are sometimes created between Honours Lists (and the fewer new hereditary creations henceforth, the longer will the demand for total reform remain small). In commenting on these creations in a leader, the *Daily Telegraph* wrote: " Any strengthening of the Opposition benches in the second Chamber should always be welcome, not only as a step towards readjustment of balance but also as increasing the effectiveness of the Chamber itself. We may be sure that it is the *first*, rather than the second, reason which has induced these five to accept such an invitation." That suggestion seems superficially a little unfair to the new Labour recruits. Might it not be that they joined up not only to do a balancing act, but with the hope that they will increase the effectiveness of the Chamber? Surely they were not chosen haphazard for their ayes and their noes in order to make things look a little prettier and more equal in the division lobby? But I see what the leader-writer means. Some of them were doing useful work in " another place," and cannot expect to do better still as Lords and Ladies in the rarified Upper Air.

THE OLD STAGER

Johnnie Byrne (Peter Finch) takes Pauline (Mary Peach) for a row on Regent's Park Lake

ENTERTAINMENT

NO LOVE FOR JOHNNIE

at the Leicester Square Theatre from February 9

The filming of the late Wilfred Fienburgh's novel presented a number of tricky problems to the production/direction team of Betty Box and Ralph Thomas. Perhaps chief of these was the fact that much of the action of the story, which centres round the career of a Labour M.P., takes place in the House of Commons. Cameras are not allowed inside the Chamber so, at Pinewood Studios, sets representing the debating Chamber, the Prime Minister's Chambers, the terrace overlooking the Thames, the Member's lobby, and committee rooms, were built in seven months. In order to get every detail correct, photographs were borrowed from the Ministry of Works and the architects who rebuilt the historic rooms loaned their plans. Some of the effort that went into the vivid studio reconstruction can be judged from the fact that gifts from Commonwealth countries, such as chairs and inkstands, were reproduced with the aid of the various manufacturers concerned.

With the work on these large sets at Pinewood went filming on location. The scenes showing the new M.P. in his northern constituency of Earnley were shot in Halifax. Starring in the CinemaScope film as Johnnie Byrne is Peter Finch. He plays an ambitious, handsome, Labour M.P. After his party has swept into power with a huge majority, he is bitterly frustrated when he is not offered a Government post. His wife leaves him, but a girl from the flat upstairs, Mary (Billie Whitelaw), proves sympathetic. Johnnie cares only for political success and becomes connected with a left-wing splinter group. He meets a young girl, Pauline (Mary Peach), and, attracted by her youth, starts an affair with her. Eventually, having alienated his friends, he gains a measure of the success he wants.

Canvassing in Earnley, Johnnie Byrne waves to his voters and **right:** is congratulated on his election victory

As Assistant Postmaster-General, Johnnie, sitting on the Front Bench in the Commons, puts his feet on the table in front of him

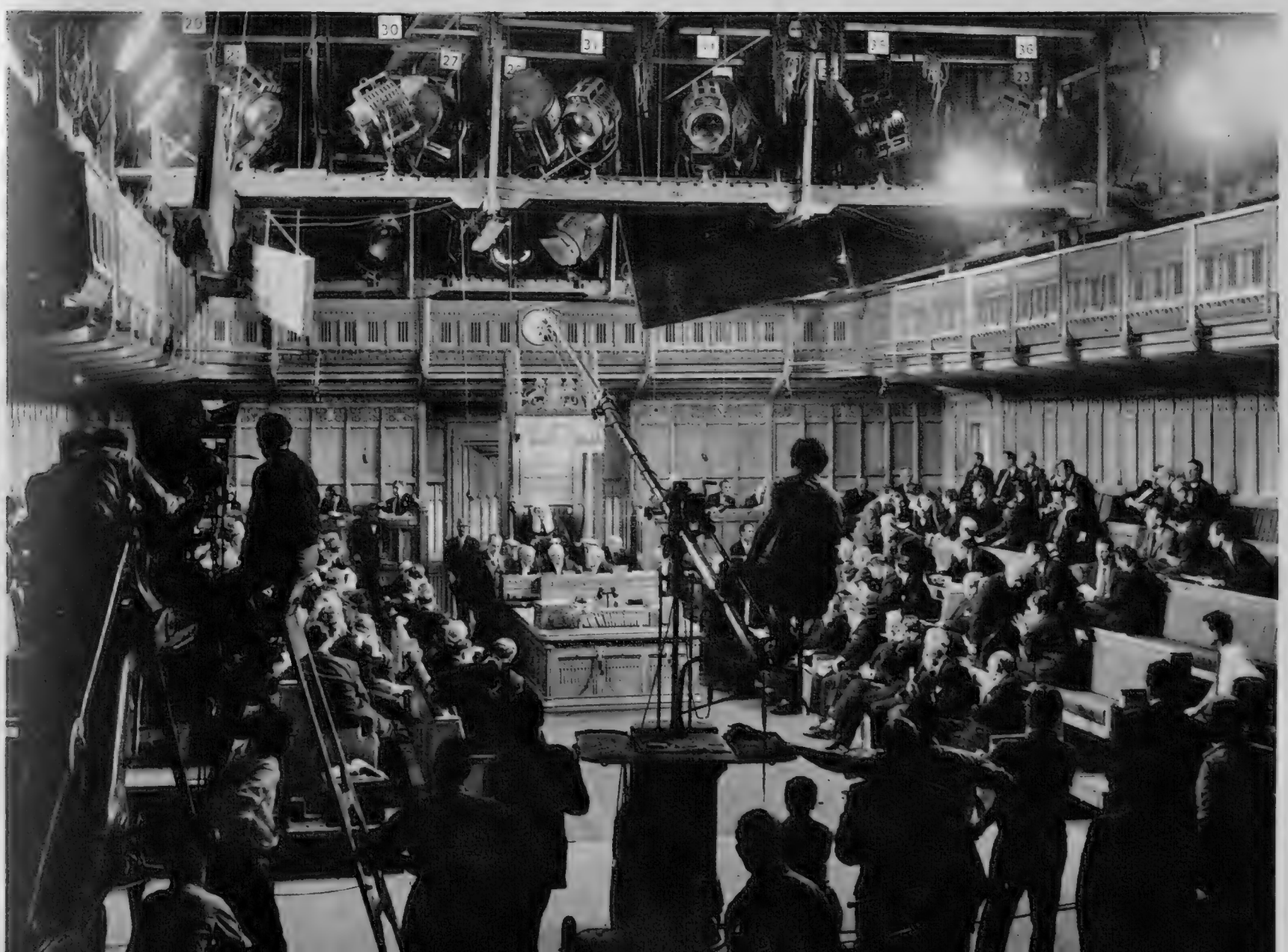
From left, Maxwell (Hugh Burden); Johnnie; Jeffrey (Peter Sallis) and Renfrew (Donald Pleasence) listen to Charlie Young (Mervyn Johns)

Mary (Billie Whitelaw) tells Johnnie she is to be married

Andrews (Stanley Holloway) gives the ambitious, disappointed M.P. good advice

Part of the realistic set at Pinewood for the film represents a section of the terrace of the House of Commons

Below: Shooting a scene in the accurate reconstruction of the Chamber of the House of Commons



THE VOICE OF THE COMMON

CANADA

The Canadian transportation system stretches in a broad network roughly 300 miles in width for nearly 4,000 miles along the United States border, with branch lines reaching spiderlike into the vast sub-Arctic and Arctic hinterland to isolated mining communities, meteorological and radar stations and other outposts.

Because of her vast area, a climate which ranges annually in places from 100 degs. above zero to 30 degs. below, deep snows, a difficult terrain, and a small population, transportation has been (and still is) a problem that had to be tackled with optimism, initiative and vigour. Fortunately, Canadian authorities, at least since Confederation, realised that the country's economic development and standard of living was dependent basically on an efficient transportation system.

In 1959, with the completion of the St. Lawrence Seaway, Canada's waterways, an important means of transportation since the beginning of her history, acquired the longest inland deep-draught shipping lane in the world, allowing ocean shipping to operate over 2,000 miles into the heart of Canada. Most unique is the Mackenzie River system, 2,400 miles in length, which provides a transportation route to the Arctic Ocean and, though open only three to five months in the year, diesel tugs and barges handle over 80 per cent. of the freight for an area ten times that of Great Britain.

But it is still the railways that, summer or winter, provide the principal means of transportation. Canada's first transcontinental railway, the Canadian Pacific, reached the Pacific coast in 1885, and not only linked her most western province, British Columbia, with the rest of Canada but also opened up the prairie provinces to large-scale immigration. The engineering feats in piercing the towering Rocky Mountains, which included the five-mile-long Connaught tunnel, spiral tunnels, and topping the Kicking Horse pass at 5,335 ft., set off an enthusiastic trend in railway construction that now totals over 58,000 miles of track (exceeded only by the United States and the U.S.S.R.) and links almost every community of any size in southern Canada from coast to coast. This year the entire system will be powered by diesel engines. New innovations include the " piggy-back " service, by which railway flat cars carry loaded highway trailers from one point to another; " Railiners "—single self-propelled diesel cars for short runs, and a cafeteria service which is proving increasingly popular.

Over 500,000 miles of highways provide a steadily improving means for the transport of goods and, with nearly two-thirds of all Canadian families owning passenger cars, are a great source of personal pleasure. Nearing completion is the Trans-Canada Highway, a route that will stretch 4,450 miles across Canada from the Atlantic Ocean to the Pacific.

A new " Roads to Resources " programme has just been launched in which the Government of Canada will share with the provinces the cost of building 4,000 miles of roads (at a cost of 150,000,000 dollars (£53,000,000)) into undeveloped and underdeveloped areas. In addition the Federal Government has undertaken a seven-year 100,000,000-dollar programme in Canada's sub-Arctic Territories, which will eventually include two highways to the Arctic Ocean.

Few countries have benefited as much from air transport as Canada. Isolated mining projects in the hinterland have been opened entirely by air. To-day 452 commercial air carrier services provide scheduled and unscheduled services to virtually every part of Canada. Though a number of airports have been built in the far north, thousands of lakes and rivers provide landing fields with planes using skis in winter and pontoons in summer. Recently-developed huge pneumatic tyres now allow small planes to land on almost any surface. However, the bulk of Canada's freight and passenger air service is provided by Trans-Canada Air Lines and the Canadian Pacific Air Lines whose route miles in Canada and overseas total over 60,000 miles.

Pipelines provide another important method of transport and, since the huge discoveries of oil and natural gas in western Canada, pipelines have been built to Canada's largest markets in Ontario and Quebec in the east, and to Vancouver on the Pacific coast. Over 23,000 miles of pipelines have been constructed including the 2,290-mile Trans-Canada gas pipeline, the longest in the world, from Alberta to Montreal.

To the picturesque dog team, once the sole means of transportation in winter months in the north, has now been added the " tractor train " —huge sleds pulled by caterpillar tractor. And capable, as in Northern Manitoba, of moving an entire village, homes and all.

A " tractor train " pulls in to Yellow Knife in Canada's North West Territories

AUSTRALIA

Work has already started on the first stage of a major water-conservation project that could open up a new era of development for the remote Kimberley area in the far north of Western Australia. The scheme will ultimately bring into production large areas of agricultural land in a tropical region where traditionally the main industries have been the raising of cattle and sheep on pastoral properties of up to 1,000,000 acres. Cyclonic summer rains drench the Kimberley watershed, but the water passes through its rocky gorges and runs to waste through the rivers and rivulets that tumble off the jagged edges of the Hann Plateau into the Indian Ocean and the Timor Sea. After the rains, luxuriant summer pasture grows on the flooded river flats and the undulating pindan (or hinterland). The State Government's aim is to control the waters of the river Ord and to use them for irrigation during the long, dry winters. Experiments, and some commercial agricultural ventures, have already revealed the possibilities of the regions' rich alluvial soils.

The Ord scheme will be completed in two stages: the first stage involves construction of a £A3,000,000 diversion dam to open up 20,000 acres to irrigation; the second stage will be the construction of a major dam at a cost of between £A16,000,000 and £A20,000,000. Contracts have been let for the diversion dam and materials are being shipped 2,000 miles from Perth to the site. A contract has also been made with a farming company which will undertake, in collaboration with the State Department of Agriculture and the Federally-run Kimberley Research Station, practical farming in the area immediately adjacent to the diversion dam. The area is already served by a deep-water port at Wyndham capable of taking 10,000-ton vessels.

The diversion dam, to be completed by 1963, will make possible the irrigation of 20,000 acres, which will be cut up into farms. On these farms, the agriculture potential of the area will be demonstrated commercially. While the dam is under construction, pilot farms will be developed to provide a background of experience for the project. By 1965 it is hoped that the full possibilities of the greater Ord scheme, involving the larger dam to be constructed, can be assessed. The Western Australian Government is determined to press ahead with the full project because of its economic importance to the State. Estimates of the gross return from the major project vary according to the crops that may be sown. Assuming a fairly wide diversity of crops, including rice, safflower, linseed and cotton, the ultimate gross value of production is estimated at about £A10,000,000 a year. The Ord River scheme is part of a wider, long-term plan to develop the sparsely-populated northern sector of Australia's largest state.

CORRECTION

In the contribution from **Malaya** in The Voice of the Commonwealth in the issue of January 14, the figures in the paragraph relating to the balance of trade were printed incorrectly.

The figures should have read: exports for the first ten months of 1960 amounted to $2,453,000,000 (approximately £289,000,000) compared with imports of $1,769,000,000. Balance of trade for that period amounted to $684,000,000 as compared with $595,000,000 for the same period of 1959.

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Transportation in Canada; irrigation plans in Western Australia; harnessing Ceylon's rivers; British industrialists in Nigeria

A model of the new buildings for the Commonwealth Institute which are being erected in Holland Park, facing Kensington High Street, in London. When they are completed next year the Institute will move from its present quarters in South Kensington

An art gallery will have movable screens in the new Commonwealth Institute

SOUTH AFRICA

Dr. Hilgard Muller, seen here with his wife, has been appointed South African High Commissioner in London in succession to Dr. A. J. van Rhijn. Dr. Muller was born in Potchefstroom, Transvaal, in 1914. In 1937 he went as a Rhodes Scholar to Oxford where he was awarded his Blue for Rugby football. From 1941 to 1947 he was first Lecturer and then Senior Lecturer in Latin at the University of Pretoria. He has been a partner in a law firm in Pretoria since 1947 and from 1953-55 he was mayor of the Administrative Capital. At the last General Election he was elected M.P. for Pretoria East. Dr. Muller has travelled widely in Europe and is the author of several historical and biographical books

CEYLON

Ceylon has launched, as part of her development planning, extensive technical surveys of the island's main river basins, with a view to the fuller utilisation of water resources to provide irrigation facilities, hydro-electric power and flood control. The expansion of agriculture, the mainstay of the Ceylon economy, is largely dependent on the development of these river basins. Autonomous regional development boards will be set up for each of the major basins on which studies have been undertaken.

The agricultural expansion aimed at through these development schemes will be primarily in the field of rice cultivation. Rice is Ceylon's staple food, but the island produces only 45 per cent. of its needs. New irrigation facilities will enable the cultivation of additional land, and the cultivation of two crops a year on some of the already cultivated, rain-fed rice fields. Foreign engineering skills, provided under the aid programmes of Canada, the United States of America and the Soviet Union are supplementing Ceylon's in the studies now being pursued in several parts of the island. Several teams of engineers from these countries have visited Ceylon in recent months for these surveys. While some preliminary studies have been completed, others are under way.

Ceylon's efforts in this field of development are stimulated by the success of the Gal Oya project, the first scheme of this nature to be undertaken. This project has transformed what was once thick jungle into a vast area of fertile rice fields. A large reservoir provides water for these fields, and power for a number of new industries, including Ceylon's first sugar factory. Nearly 100,000 acres have already been cultivated, and several thousand families have embarked on a new life in the Gal Oya Valley.

The river valley schemes under study include:

The Walawe Ganga project for six reservoirs which will enable the development of 110,000 acres and provide upwards of 40,000 kilowatts of power. American engineers have completed a report on the main reservoir.

The Mahaweli Ganga project which will directly help cultivate 300,000 acres. The possibility is also being studied of diverting water from this river to Ceylon's dry North Central Province to irrigate another 200,000 acres. This diversion would also generate 250,000 kilowatts of hydro power. American engineers are currently studying this scheme.

Malwattu Oya project on which a Soviet team has prepared a report will provide water for 32,000 acres and protect a large area from flood damage.

The Kelani Ganga project currently under study by Soviet engineers, will provide extensive flood protection measures, irrigation facilities, hydro power and for the diversion of water to adjacent dry areas (Ganga and Oya are Sinhalese terms for a river).

The completion of these schemes will not only strengthen Ceylon's economy by advancing her towards self-sufficiency in food, but also enable several thousand landless peasant families to start on a new, happier life on land given by the Government. It will also substantially expand Ceylon's power supplies, and thereby help in the industrialisation of the country, now gathering momentum.

NIGERIA

A survey of Nigeria's economic potentialities was made in Lagos by Mallam Zanna Bukar Dipcharima, Federal Minister of Commerce and Industry, in the middle of the month. He was opening the Nigerian development conference attended by representatives of the Federal and Regional Governments and of the British Government and British Industry. Sir Norman Kipping, Director General of the Federation of British Industries, is leading the mission of British industrialists who expect to stay in Nigeria until next week.

Referring to " the debt we owe to the United Kingdom," the Minister said, " it is entirely appropriate that the first major industrial mission to visit us after Independence should come from British Industry." Nigeria, he went on, had political stability and an expanding market. But he did not look to a market restricted by the boundaries of Nigeria alone. The time might not be too far distant when the emergence of a West African Customs Union would become an established fact. It was clear that Nigeria might well have the opportunity of becoming the industrial centre of the whole of this part of Africa.

On sound foundations already laid, the Federation could look forward to further development. New sources of power would become available through such projects as the proposed Niger dam and these, with improvements in communications, would open up many new areas. But basically, Mallam Zanna Bukar Dipcharima declared, " Nigeria is, and will continue for many years to be, a producer of primary agricultural produce." Only by raising agricultural productivity could healthy economic growth be maintained. There was great scope for plantation investment and agricultural production could be stimulated by the rapid expansion of a local oil-seed processing industry.

Finally, the Minister referred to " one specific industry which is close to our hearts." This was the possible development of an integrated iron and steel industry in the Federation. He hoped the British iron and steel industry would show " interest and enthusiasm " for this project.

SOTHEBY'S

London is now generally regarded as the centre of the world art market. When one thinks of the London art sale rooms, Sotheby's is one which comes quickly into mind. The firm which now has its premises in Bond Street can claim direct descent from 1744 when Samuel Baker started business in the auctioning of books in Covent Garden. Within the next century and a quarter, three generations of a family named Sotheby had given their name to what is now a world-wide household word among collectors of fine art.

The exterior of the sale rooms in London

The present chairman, Mr. Peter Wilson, is undoubtedly carrying on the Sotheby tradition.

Art nowadays can mean big business. The nine highest prices ever paid to date for any art pieces at auction have all been paid at Sotheby's. The highest is the £275,000 for Rubens's "Adoration of the Magi"; next comes £220,000 for Cézanne's " Boy in a Red Waistcoat "; third £207,000 for the Berkeley Castle silver dinner service. Yet Sotheby's, like any other art auctioneers, is by no means concerned all the time with headline news. The valuation department in Bond Street is open to anyone who thinks he or she may have something worth selling. There is no charge here for the valuation. Often, it must be admitted, there are disappointments. What a family has believed to be of great worth turns out to be of no value. On the other hand, sometimes exciting discoveries are made.

For instance: in a most undistinguished scrapbook one of the finest Rembrandt drawings was found. The British Museum bought it for £3,000. A retired Colonel brought in a little white porcelain owl. He wanted to be rid of it because he was afraid it might be broken if left on his mantelpiece. It transpired it was an unknown model from the earliest Chelsea factory. This also fetched £3,000 at auction. During the last war Sotheby's received a picture bought in a jumble sale for 1s. 6d. The owner apparently rather resented having paid this sum. It was a painting by the Canadian Cornelius Krieghoff. The price paid for it at auction was £2,000.

Experts are essential to give advice on the disposal of any art pieces, be they pictures, furniture, jewellery, books, manuscripts or anything else. The Directors and staff of Sotheby's are prepared to travel anywhere in the world to give their opinions. When a piece comes in for sale in the Bond Street rooms a strict routine is followed. It is entered in an arrival book, insured and catalogued so that it can be included in a suitable auction.

Furniture of many types and periods forms the bulk of the stock in t

A sixteenth-century flint-lock musket is taken from a rack for inspection in the arms department

Canvases are turned inwards in the vast picture departme

warehouse at Sotheby's

Mr. Bruce Chatwin, a member of the staff, is already regarded as an expert on antiques

Right: Mrs. Elizabeth Cox is an expert on silver

BRIAN VESEY-FITZGERALD

BLENCATHRA AND JOHN PEEL

January is not, I think, the best month in which to see Blencathra and the views from the top. I have a feeling that Cumbrians, a tough race, will disagree with this on principle. In the past I have been told by more than one Cumberland countryman that mid-winter is the time to see the Fells; that it is only then that you can realise their strength, appreciate something of the true personality beneath the pleasing disguise of summer; that no one who has not experienced the Fells in mid-winter can know them. Which is very much the same as saying that you cannot know much about a woman until you have seen her without her make-up. That is true, I suppose. Well, I have now seen Blencathra in January. I am all for the fair disguise.

The view looking northwards over the Vale of St. John to the Skiddaw Group

The natives by the way, call the mountain Saddleback, reserving the older name for the village. Blencathra, I use the old name, for I shall have nothing to say about the village, is formed of Skiddaw Slate, one of the oldest rocks in the world. This is not a slate in the roofing sense of the word; it does not split into thin slivers as do the slates of North Wales. And you do not find many screes in this northern part of Lakeland. On the contrary, it is a rock which supports soil and so grass and heather. This gives its mountains a smoothly (gently would be quite the wrong word) rounded outline which is most deceptive. There are no crags or precipices, though here and there a glacier has cut off a side, forming a quite abrupt descent.

Blencathra, for example, looks a rounded hump and much lower than it is. In fact, it is the second highest mountain of the Skiddaw group, out-tops all but two of the Helvellyn group, Helvellyn itself and Fairfield, surely the most inaptly named mountain in Britain, and most of the spectacular heights of the Scafell group. You would never think so, just to look at it.

From the top in spring and autumn—I have never been in summer—you get the most magnificent and extensive views. That to the northward has been described in a famous guide-book as "dreary." It depends, I suppose, on what you demand from a view. You look out over the "Forest," a hummocky waste, tawny rather than green even in spring; barren land, supporting only sheep and (profitably) the sheep-farmer; a land of curlew and raven and a pressing loneliness. Dreary enough, no doubt, if you look only at the foreground. But in the distance is Solway, which seems to hang in the air like a mirage, and beyond the hills of Galloway.

Southward you look down the whole length of Thirlmere. There are many places in Lakeland from which you may get a glimpse of several lakes in the distance: there are very few from which you can get a full-length view of a single lake. Off-hand I can think of only five others: Haweswater from Harter Fell; Ullswater from St. Sunday Crag; Derwentwater from Glaramara; Wastwater from Great Gable; and Ennerdale Water from the Pillar. Thirlmere and Haweswater, the two highest lakes, are now reservoirs for Manchester, and Thirlmere has suffered scenically as a result. But, except in time of drought, you do not notice this from the top of Blencathra.

In January, you do not see Solway or Thirlmere. Or, at any rate, I did not. The view in either direction was not extensive and definitely dreary. What my companion thought was a "bracing nip" was, in fact, a cold half-gale from the north. However, the journey was not wasted. Sitting before a roaring log fire, I had time to consider the extraordinary history of John Peel, who hunted this Blencathra country. John Peel has become, willy-nilly, a legendary figure. And all because of a song: *D'ye ken John Peel, with his coat so gray*. Modern versions have "his coat so gay": presumably because grayness is a quality impossible to qualify by degree, but also because one naturally associates a huntsman with a gay pink coat. In fact, Peel wore a coat of hodden-gray. You have only to look at his portrait: at the hard face, the cruel mouth, the cold grey eyes, to realise that this was a man who would never have worn a gay coat. The implied degree was the licence of a poor poet.

Peel's was not a fashionable hunt. He was a "statesman"—the owner of a small farm—at Caldbeck, and he ran his own rather scratch pack of hounds. Fell hunting was not then, and is not now, a fashionable sport: it provides no step up any social ladder for young women. The hunting is done mostly on foot, and since Fell foxes lie as a rule well above the cultivation line, and almost always make for the high tops when hunted, very considerable demands are made upon the strength and stamina of the hunt followers, who must be prepared to face the roughest country in bitter cold and often in low mist or driving rain or snow. A pink coat under such conditions would merely look silly, and Peel was not the sort of man to look silly.

But was he a good huntsman? Judging by the song, he was the best there ever was: that, at least, is how he is generally regarded—except in Cumberland. They do not seem to think all that much of him there. A Cumbrian writer, who knew men who knew him, has quoted this summing-up of him: "he was nobbut a drunken old taggelt." Certainly he was not known as a great huntsman in his day. There are contemporary writers who describe Caldbeck and make no mention of him. Caldbeck is a small place and had he been famous, even locally famous, they could not possibly have missed him. Miss Martineau, who wrote her *Guide* in the year of his death, and who missed nothing of importance, had never heard of him. Perhaps most important of all, the local paper, the *Carlisle Patriot*, did not regard him as news.

No, it is just a song that has made a legendary figure of a tough, hard-drinking, small-time farmer, who was not particularly good at anything, but who did happen to own a few couple of hounds. It was a song, at that, which neither Peel nor the author ever heard. The story of how Woodcock Graves wrote *John Peel*, as the two sat drinking in Caldbeck, is too well known to need repeating. Graves wrote the words to an old lullaby, *Bonnie Annie*, a rather depressing tune, and it seems probable that the only time he ever heard it sung was when he sang it himself that night.

Graves did not make John Peel famous. It was William Metcalfe, choirmaster of Carlisle Cathedral, who did that. But for him it is doubtful if anyone would ever have heard of John Peel. In 1868, fourteen years' after Peel's death, he composed the tune, which, with its triumphant final halloo, is now so famous. He made *John Peel* the finest of all drinking songs. And, in doing so, did justice to John Peel.

The road bridge over the Ladybower Reservoir, in the north-east of Derbyshire, is reflected in the water. The reservoir was opened by King George VI in September 1945 and serves the Sheffield, Derby, Leicester and Nottingham districts. It has a dam 1,250 ft. in length and normally it holds about 300,000,000 gallons of water

REFLECTIONS IN WINTER

On Loch Iubhair, Glen Dochart, in Scotland, a group of wild swans stand on an ice-floe. In the background are some of the snow-capped mountains in this district of Perthshire which is one of Scotland's winter sports centres. In Killin village a stone is supposed to mark the grave of the Scottish hero Fingal

The view from Corfu, with the Monastery of Vlachernes (foreground) and the island of Pondikonisi on which there is a Byzantine chapel surrounded by cypresses

TRAVEL

A CHOICE OF HOLIDAYS

The second of two articles on recommended places to visit

By **GORDON COOPER**

Continuing last week's recommendations for holidays abroad, I am going farther south, mainly to the warm Mediterranean lands, where you are pretty well assured of enjoying brilliant sunshine, good bathing conditions, a lively atmosphere and, not least, excellent food and wine.

France. More Britons go to France for their holidays than to any other country. I need not explain the reasons for their choice. Paris is the outstanding attraction, with the Côte d'Azur second. But I suggest Biarritz, on the sunny Basque coast, at the foot of the Pyrenees and quite close to the Spanish frontier, merits attention. This fashionable resort with five golden beaches (although occasionally the warnings are out that the sea is dangerous for bathers) has a wealth of gaiety and entertainments to offer to visitors —a Casino, dancing, fashion parades, fetes, haunting Basque songs and dances, concerts and firework displays.

There is ample opportunity for sport and a fine open-air swimming pool with sea water, but I find the sea itself most exhilarating. You can watch Pelota, too, a fast and furious game demanding great skill throughout, at which spectators place bets on the likely winner. Not least there are plenty of opportunities for excellent excursions into the surrounding scenic countryside, and to Bayonne with its Cathedral and museums. There are regular air services during the summer (B.E.A.) direct from London to Biarritz, while it is a comfortable and fast overnight rail journey from Paris. An inclusive fortnight's holiday in this resort can cost you around £40. Cook's can help you.

Italy. This year I want to introduce readers to Lerici, a small seaside resort on the Eastern Italian Riviera (*Riviera di Levante*). This little town lies dreaming in the shadow of its old castle, now an attractive youth hostel, famous for its dedicated warden, an Italian lady known all over the world simply as "Madi." It was near Lerici that Shelley had his last home, a villa which still exists and from which he embarked on the fatal sail to Leghorn. Old houses cascade down the hillside to the waterfront, and some new hotels lie among the olive groves. Facing south-west across the Gulf of Spezia, it is a real sun-trap; and bathing is magnificent.

Nearby, are the charming little fishing villages of the Cinque Terre, famous for their wines which have been praised by writers through the centuries. Boccaccio cites them in his tales. Lerici, too, has had its praises sung by many poets, not least being Dante. Fastest access to this resort is by air to Pisa, thence by train or coach, and it is also easily reached from the main railway between Genoa and Rome. Wings (48, Park Road, N.W.1) offer a fortnight's holiday at Lerici from 55 gns., including air travel to Pisa.

Austria. Almost every year I try to make even a short stop at Innsbruck, the attractive capital of the Tyrol. Situated on both banks of the River Inn, this historical Alpine city offers the benefits of a health resort and the amenities of a large town. There are museums, theatres, smart shops and places of amusement, climbing, walking, tennis, swimming and dancing. It is an excellent centre, too, for excursions in every direction. But what I like best about this city is just to dawdle around, especially along the Maria-Theresienstrasse, surely one of Europe's most famous streets. And, looking along almost any street, you see the mountains as a background.

There are many guidebook sights, but rarely noted is the floodlit Hofgarten where there is a tiny lake. Its surface reflects the great willows and the rose-bushes which line its banks. This is to me the acme of enchantment. Innsbruck can be quickly reached by air (Cunard-Eagle), by Summer coach services, or direct by train from Channel ports. There are many delightful hotels, including the *Kreid* (conveniently situated, B. and B. only) and the charming, medieval *Weisses Kreuz* (in the old town). I can recommend Inghams (26, Old Bond Street, W.1) as being a specialist travel agent for Austria.

Yugoslavia. I bring you back again to the sea, to Rab, the best known and most interesting of the northern islands along the Dalmatian

coast. It is reached in four hours by sea from Rijeka. In character, its principal town, Rab, slightly resembles Dubrovnik. It is crowded on a little peninsula and the general lay-out of the town was established well before the coming of the Venetians, who, however, left traces of their occupation. In this walled town motor traffic is completely absent, although I found the noise-irritant of large German groups almost equally distracting. From the colourful harbour, several interesting excursions can be made, and sailing-boats are to be hired. I stayed in the Imperial Hotel, which has its own garden and views over the sea. There are nearby sandy bathing beaches, but not in Rab itself. Hickie Borman (24, Charles II Street, S.W.1) is a recommended travel agent.

Tangier. As a travel writer, I last year took my own private holiday in this colourful Moorish sea-port and resort. Here you have a superb beach, a hot sun, elegant shops and modern streets. I love, too, the fascination of the Kasbah's narrow streets, intriguing Moorish architecture and bewitching markets. As a base for excursions, it offers many opportunities: southwards to the Imperial Cities, to Tetuan and adorable Xauen, and to Gibraltar and Andalusia. (I find Gibraltar the best place in Europe in which to obtain duty-free goods.)

Among the excellent hotels, I like the El Minzah; the Rif, right on the beach; and for gastronomes there is L'Hermitage (not close to the sea, however). Access to Tangier is best made by air, but you can get there also by train through Spain, thence by boat from Algeciras or Gibraltar. Ocean liners, too, call at Gibraltar. A fortnight's inclusive holiday in Tangier will cost from 56 gns., and I can recommend Horizon Holidays (17, Hanover Street, W.1) as a suitable travel agent.

Greece. Last summer I revisited the island of Mykonos, a fashionable holiday resort for Athenians. It is the jewel of the Cyclades. This small port retains much of its primitive charm, while its fine beaches, fascinating churches, white houses and windmills provide the visitor with a colourful environment. Not least of its attractions are the excursions that can be made to the nearby isles of Tenos and Syros. Delos, one of the most famous islands in history, is within easy reach.

Considerable excavations on Delos have revealed that it has remains as interesting as those at Delphi, for in ancient times it was the most important centre for trade (including slaves) between the East and the West. Excavations, in fact, have produced a Grecian Pompeii, with temples and theatre, statues and villas, and, especially noteworthy, the avenue of marble lions. On Mykonos, the de luxe Leto Hotel can be recommended; and the island is easily reached by overnight steamer from the Piræus. A fortnight's holiday (including night flight to Athens) would cost £120. Oceanways (23, Haymarket, S.W.1) are recommended specialist travel agents for Greece.

Spain. While Galicia is rather off-the-beaten-track in Spain, this corner exercises great attraction for me. In Pontevedra, there is an attractive *parador* (housed in one of the most delightful examples of Galician domestic architecture, dating from the sixteenth century, but standing on the site of a Roman villa). The town is an excellent excursion centre, for from it you can visit the two historic cities of Corunna and Santiago de Compostela—the last as fascinating a medieval city as any in Europe, while its cathedral is a masterpiece of ecclesiastical architecture.

Incidentally, in Santiago, there is quite the most remarkable hotel in the world: the *Hostal de los Reyes Catolicos*, which is housed in a former royal palace dating from the fifteenth century. Should you chance to be there at the traditional festival of the celebration of St. James (July 23), the patron saint of Spain, you will enjoy an unforgettable experience. Worth noting, too, is that at nearby La Toja, there is an excellent seaside hotel, where the rates are reasonable. Spanish Tourist Service (93, Piccadilly, W.1) are recommended travel agents; Pontevedra is best reached by ship to Corunna or Vigo, thence by local transport.

Portugal. I still recall memories of Ofir, just north of Oporto and not far from that fascinating town of Viana de Castelo. In Ofir itself, bordered by pine groves and beaches of milk-white sands, there is the Hotel Ofir, an ideal place for a lazy holiday in the sun. The beach lies just outside, and the cuisine is first class. In nearby Povoa de Varzim there is a casino with a large ballroom as well as gaming rooms. Horizon Holidays offer a fourteen-day holiday there, with air transport to Oporto and back, from 49 gns. This is the holiday which I am hoping to take myself, this year.

Malta. This island of sun and history offers lots of sunshine, but not overpowering heat. Even in the summer the mean temperature is barely below 80 degrees. Access is easy, by B.E.A. in about six hours from London. A possible attraction for British visitors is that English food is available, not forgetting good cups of tea. And you can speak English all the time. Not least of the attractions of this holiday isle is that life moves at a leisurely pace, and you have opportunities for exploring the sandy coves and graceful land-locked bays. A fortnight's holiday (by Cook's), travelling by air, will cost you from around 60 gns.

Gibraltar. As an animal-lover, my chief memories of this outpost of Empire are the intriguing Barbary apes. But this rock-resort is also an ideal centre for exploring the nearby Costa del Sol of Spain, and Tangier just across the straits. I like, too, the short ferry-boat excursion across the bay to Algeciras. But Gibraltar itself has many charms—a lovely beach at Xatalan Bay, attractive night spots, and, above all, insidious bargains in the shops. Travelling by air, a fortnight's holiday in Gibraltar will cost from about £60. Cook's is a recommended travel agent.

PICNICKING ABROAD

Picnicking has become a well-established habit on the Continent, especially in countries like France, where the price of meals in hotels and restaurants is often high. Motorists find this form of eating particularly convenient; in any case, most Britons do not want two large main meals a day. By doing your own catering you can, in fact, provide an excellent repast at a quarter of the usual cost.

Here are some practical tips: a complete *al fresco* meal can be arranged by visiting a delicatessen shop, buying just what each member of your party wants. Pack the food carefully in a wicker basket, which is ventilated; alternatively in a biscuit-tin. Choose a bottle or two of regional wine and a couple of bottles of mineral waters. *Vins du pays* are usually pleasant to drink. Some French bread or brioches and fruit will complete a substantial and satisfactory midday meal.

Many cafés, especially in France, state that they welcome picnickers, but you are expected to buy some kind of beverage. If you decide, however, to lunch out in the open, keep to the verges of the roads and do not go into private property. I need hardly add that you should be careful to " clear away " properly.

Bright sunshine on the main square of Pontevedra in Spain

Sailing in Grand Harbour, Valletta

BOOKS

THE MARCH TO LHASA

Childhood in the South Seas, and in the U.S.; a definitive biography of Bernard Shaw and recent fiction

Of all the little wars that set the frontiers of a great Empire, as Mr. Peter Fleming puts it, the march to Lhasa is the strangest, the most striking; but as an ebullition of Imperialism it is singularly out of character. The whole conception of a British invasion of Tibet in 1904 was that of the contemporary Viceroy, Lord Curzon, and many of the handicaps the expedition carried " had their origins in the prejudice which this brilliant, difficult man seldom failed to arouse against his policies and against himself." The facts are that although the expedition itself was both a fine feat of arms and a notable essay in diplomatic pioneering, it did not, in perspective, have a vital or a significant result. What was remarkable about it was the central figure of the mission, Sir Francis Younghusband, and the bitter truth that in spite of his brilliant achievements he was to be officially censured by his own government. Younghusband was the victim of the savagely acrimonious atmosphere that existed between the Viceroy and the Secretary of State for India and, as he wrote to *The Times*, " the mutual indignation of these two great men spilt over on to my poor head."

BAYONETS TO LHASA (Hart-Davis. 30s.) is Mr. Peter Fleming's full account of this odd and often strangely involved episode in our history and the way in which he has told a sustained story and clarified the most complex issues is nothing short of brilliant. I do recommend this book to you not only as a lucid and intelligent history, but as a marvellously readable piece of work.

Politically, geographically and even emotionally, the setting of the next book is as remote from Tibet as can well be imagined, for Miss Johnny Frisbie has written about her parents and her brothers and sisters as they grew up on a South Sea island, not so very long ago. THE FRISBIES OF THE SOUTH SEAS (Robert Hale. 18s.) have always been a good-looking family, partly on their father's side; he was an American who found everything he loved outside the United States; and partly on their mother's, a beautiful Polynesian girl of charmingly equable temperament. They loved each other and, like the head of their house, they were willing to try anything once. They fished and sailed and laughed and got their schooling while father initiated several kinds of work and mother held the family together. The only thing they were rather short of was money. Miss Frisbie, a lovely girl herself with two splendid fat babies and a home in Honolulu, has written with the most enchanting absence of cant or reservation and her book positively sparkles with sun and sea freshness.

GRAMERCY PARK (Dent. 18s.) is another record of youthful doings but extremely different in tone, as might be guessed from the title, a reminder of one of the nineteenth-century strongholds of New York respectability and manners. Mrs. Gladys van Wyck Brooks writes with perhaps a touch or more of *esprit de l'escalier* but on the whole with tenderness, clarity and no more sentimentality than one could encompass in a Spode teacup. Her youth spent in New York, on visits to Cincinnati, at the family's summer house in the enchanting Long Island village of East Hampton and in trips to Paris and English country houses, is recalled by Mrs. Brooks with dignity and nostalgia. I must say that the nostalgic bits are the most entertaining.

PETER RICE'S costume design for Bacchus in Strauss's *Ariadne on Naxos*, at Sadler's Wells. For the first time on the opera company's stage a leopard was seen. It was auditioned by Charles Craig, the tenor singing Bacchus, to discover if it was amenable enough to appear in the production with him. (In mythology, the god Bacchus is often portrayed with a leopard)

Mr. Hesketh Pearson's massive and possibly definitive biography, BERNARD SHAW (Methuen. 50s.), has been published again with the additions of all the later correspondence and conversations which took place after 1942 and with those excised portions which were left out because of the wartime paper shortage. The result is a Shavian history which will probably not be bettered. Naturally it is endlessly quotable, but because of its earlier emergence during the war I will limit myself to the exchange between the biographer who had written a programme note for one of Shaw's plays and the playwright himself; the whole correspondence, of course, conducted on postcards. " Why? " wrote Shaw. " What? " parried Pearson. " The Note," Shaw returned. " Oh, that! " " Yes," answered Shaw. Pearson gave in with: " God knows! " only to be countered with Shaw's " He doesn't." Pearson's final and largely inevitable retort was: " Nor do I."

By any odds the best novel of the week is (or are) SCENES FROM MARRIED LIFE (Macmillan. 16s.), by William Cooper, a pen name for the novelist H. S. Hoff. It is funny, sometimes wildly so; it is illuminating, and on the inner workings of the Civil Service it can be said to be as illuminating as a dentist's arc light into a cavity; it gives an impression of immense candour, never to be conveyed by the artless, and it is the greatest fun to read. How easy to recognise why the Book Society

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THE FRENCH REVOLUTION

A symposium of eye-witness accounts

In portraying the French Revolution the historian can hardly avoid taking up some sort of a position; complete detachment may not only be a near impossibility but a rather profitless objective. Albert Sorel perhaps has written the most authoritative work on the reaction of the Revolution on contemporary Europe, but even so he could not resist a strong French bias. Turning to the other end of the scale we can let bias run riot, and this is exactly what Georges Pernoud and Sabine Flaissier have done in presenting their remarkable symposium THE FRENCH REVOLUTION (Secker and Warburg. 25s.). Taking as their gospel the fact that there is always a reporter, whatever his or her political colour or creed, they have presented through contemporary eyes a picture of those turbulent years.

Royalists, republicans, neutrals from other lands, men of learning and humble servants of the great, all contribute to this story. Through every phase of The Terror, the eye-witnesses relate their many and varied points of view, and none more exasperated than that of the Parisian who returns to his native city after an absence of ten months only to find, this veteran of the storming of the Bastille, that the local revolutionary committees are playing the roles of ignorant impudent bullies trading on the notoriety gained from their deeds of violence. Let us say no more, leaving the last word to a young Corsican who declares— " Ease, luxury, and good form have all returned. The memory of The Terror is just a nightmare. All that I am waiting for is a chance to take part in a battle, to snatch the laurel crown from the hands of fortune or to die on the field of glory."

There is a notable absence of religious, political, or industrial trouble in the history of Guinness's celebrated Irish brewery which, after all the turmoil of the Irish Troubles, stands there beside the banks of the Liffey larger and more prosperous than ever and a vast contributor to Irish well-being in more than one way. Patrick Lynch and John Vaizey have completed a remarkable survey GUINNESS'S BREWERY IN THE IRISH ECONOMY 1759-1876 (Cambridge University Press. 35s.), a survey that will attract at once students of economics and of social history. Looking across the centuries the authors find as the recipe for success; good pay and good conditions for clerks and brewers alike and, as for the higher executives, by the end of the nineteenth century high salaries and lavish quarters. Over and above all, the directors of this powerful firm have always been men of social conscience.

Ritchie Calder's AGONY OF THE CONGO (Gollancz. 16s.) might have served its purpose more fully in pamphlet form, for its purpose is to show the intensely difficult assignment now facing the United Nations force in Central Africa. Between hard covers the sense of urgency that Mr. Calder seeks to impart may tend to be lost; but his message is there for all to read, the message of a mighty experiment in state making and state management; and the restoration of social justice.

Hylton Cleaver is a pleasant raconteur whatever his subject. In BEFORE I FORGET (Robert Hale. 18s.) he ranges widely across the field of sport. His inside stories of the great Oxford rowing controversy of 1958 and 1959 are of special interest. Gamesmanship on the tideway seems to arouse quite unexpected passions.

Frank Kingdon-Ward's PILGRIMAGE FOR PLANTS (Harrap. 18s.) is a record of a lifetime of journeying in Assam, Burma, China and Tibet in search of rare botanical species by one who was both a collector and an explorer. Faithful readers of *The Sphere* across the years may remember Kingdon-Ward's contributions to this journal. This book is in the same happy vein.

THE SPORTSMAN'S GLOSSARY (Souvenir Press. 21s.) is edited by F. C. Avis who gives an authoritative guide to the terms, expressions and phrases used in all principal sports. More than 8,000 entries are included in this useful volume.

R. C. E.

made it their choice: a kind of *Sachertorte* amidst the Madeira. The narrative of this splendidly disrespectful book, in itself a puncturer of inflated reputations, is as speedy and bright as the glossiest car and far less hazardous. It is clever without being facile; witty without being exhaustingly smart and unexpectedly full of heart.

SAMANTHA (Hodder and Stoughton. 15s.), on the other hand, by Dorothy Eden, is a full-blooded, Victorian-based melodrama with many of the assets of a good whodunit. In the past this writer has concerned herself principally with her native New Zealand and done admirably in that field. For her new book she has chosen England and the tale of a supposed imposter who returns to claim a title and a fortune, while the quietly pretty governess to his son watches him from her vantage point as a lawyer's spy. A promisingly sinister situation and one handled extremely well by Miss Eden; romance, intrigue, local colour and all.

From France, and Holland-*via*-America come the next three novels which each have a real distinction amounting, in one case, to memorable brilliance. M. Pierre-Henri Simon, author of PORTRAIT OF AN OFFICER (Secker and Warburg. 13s. 6d.), has written about a young man steeped in the French military tradition yet realising through every step of his successful career how great the dichotomy may be between a civilised conscience and the profession of soldiering. Penetrating, sympathetic and revealing.

A CROWN OF FIRE (Hutchinson. 25s.) is, in effect, a biography of Girolamo Savonarola but, for its dramatic impact and free style, familiar to Mr. Pierre van Paassen's readers in their tens of thousands, seems to fit more easily into a distinguished place among the historical novels. This is not to reflect upon the author's profound research or his learning in the matters of Renaissance Italy. It is a question of mood rather than exact category and one easily resolved by the reader's pleasure.

DESTINY OF FIRE (Gollancz. 18s.) has been described as powerful and terrifying. Both these terms are exact and so is the fact that Madame Zoé Oldenbourg is probably the greatest living historical novelist, particularly when she is writing about that period which she comprehends so well, the years of the medieval, religious wars in France. The present book treats of a noble family at the opening of the thirteenth century, tragically embroiled in the war of the Albigenses, that species of "crusade" which had so hideous a record of cruelty and ruthlessness. Nothing written in our day and age can exceed Madame Oldenbourg's writing for conviction, colour and authority. This is an extraordinary work.

As for thrillers, in which a death or two come almost as a sign of moderation, the best that I have read this week is undoubtedly Miss Helen Nielsen's SING ME A MURDER (Gollancz. 13s. 6d.). The background is Southern California, sometimes referred to mockingly by northern neighbours as "Southern Cafeteria," and the mystery itself is exactly what such a book should provide. In other words, it is genuinely mysterious, its solution ingeniously and sensibly approached and the end startling. Recommended.

MURDER IS SUGGESTED (Hutchinson. 12s. 6d.), by Mr. and Mrs. Richard and Frances Lockridge, is about an inexplicable (or nearly so) murder in New York, the clues being hunted down with a blend of zany humour and inspired guesses by the Lockridges' fairly tame sleuths, the Norths. Good.

WHATEVER HAPPENED TO BABY JANE (Eyre and Spottiswoode. 13s. 6d.) has, in its pinkish, waxen way, a rather horrifying jacket. Mr. Henry Farrell's thriller has a native American background and an immensely good plot.

Vernon Fane

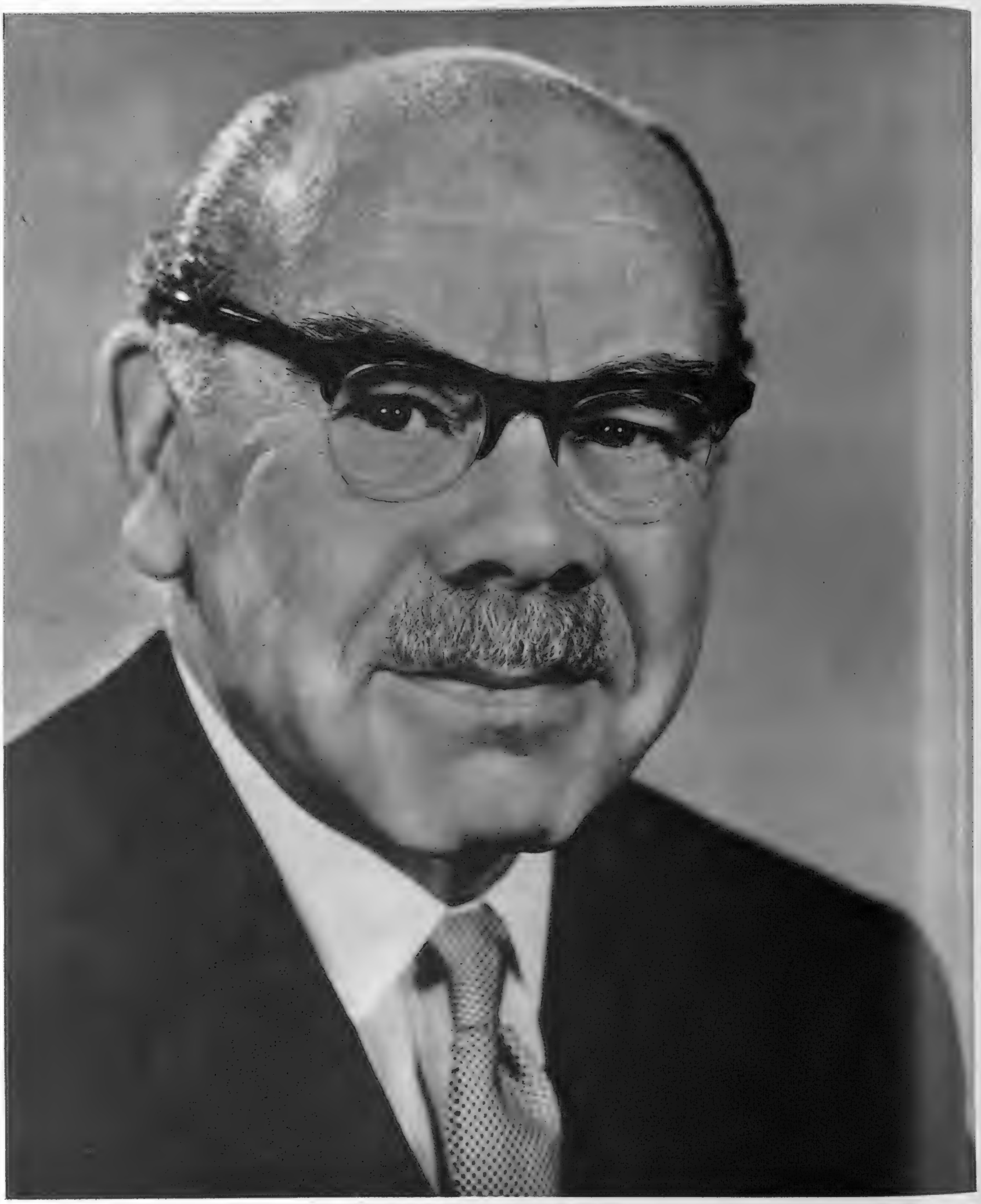
A modern dance number from the Japanese spectacular

The chorus in traditional Japanese dances—the Sakura (dance of the cherry blossoms) and **below:** Harvest festival

TOKYO, 1961

at the London Coliseum

On Saturday, January 28, is the London première of the Toho Company's Nichigeki Theatre (Tokio) musical on its first tour of Europe. The spectacular show has a cast of eighty and exotic sets and costumes. It is a fascinating blend of East and West, mixing the decorative Japanese tradition and elements of Western popular culture, tap dancing, jazz and close harmony singing. Many of Japan's most popular stars are appearing in the show, which has scenes with titles ranging from "Temple of Kyoto" to "Speed Maniacs."



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Halford Reddish

As chairman and managing director of The Rugby Portland Cement Co. Ltd., Sir Halford Reddish, F.C.A., is the head of one of the three largest cement-manufacturing groups in Britain, with substantial interests overseas. When he took control in 1933, having joined the board in 1929, it was still a private company and had only one works. Sir Halford was born in 1898 and educated at Rugby. He served four years during the First World War in the Infantry, having joined up at the age of sixteen. In 1920, in the final examination of the Institute of Chartered Accountants, he gained first place in England and Wales and the Institute's Gold Medal. Widely travelled, Sir Halford still covers about 90,000 miles a year by air on business. Since the end of the last war, he has established cement plants in Trinidad and Western Australia, and an importing subsidiary in Canada. Knighted in 1958, Sir Halford is also on the board of the Hawker Siddeley Group Ltd., and of Alfred Herbert Ltd., the world's largest machine-tool organisation. He is an underwriting member of Lloyd's, a member of the Post Office Advisory Council, of the Industrial Coal Consumers' Council, and of the Council of the Institute of Directors. He is widely known as a writer and speaker on economic and industrial subjects, not least for his pungent annual speech to his shareholders. Sir Halford is married and lives near Daventry. He gives his recreations as business and chess: devoted to the *Observer's* weekly chess problem, he has not missed sending in a solution for over twenty-five years. To keep up his record, when he is abroad he has the problem cabled to him in a code of his own devising

MECHANISING THE BANKS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Every now and then, from the ranks of the sedate and seldom vociferous English middle classes, there erupts a minor flurry of complaint about their relations with those most dignified of English institutions, the joint stock banks. (English, not British: the Scottish banks, and for all I know their Scottish customers, are a law unto themselves.) The latest complaint, ventilated recently in the most sedate of newspaper correspondence columns, concerns the abandonment by certain of these banks—others had abandoned it long ago—of what is called " the narrative statement "—*i.e.* a bank statement that when you receive it shows not only each payment out of the account but to whom it was paid. A variety of customers have been complaining that they now receive a statement showing only the number of the cheque or an indication of the nature of the payment, the amount of it, and the balance of the account following each payment; and that this has robbed them of an integral part of their own personal accounting.

There have been the expected replies from within the banking system that this change is a considerable convenience if not a necessity in the mechanisation of accounting within the banking system, in order to check the rise in costs; and that the banks' function is to hold balances and carry through payments on behalf of their clients, not to do their book-keeping for them. The counterfoils in one's cheque book are there as a record, after all—or should be, if we have filled them in properly when we wrote the cheques; if one particularly wants to trace some forgotten payment, one's bank can unearth it from their records. And a large number of customers, after all, are primarily concerned with one figure in their statement: the last figure, in black or red.

These latest complaints, like many of those that preceded them and will inevitably succeed them, may have arisen partly from the bank's lack of attention to public relations; in carrying through the change in bank statements, some have apparently not explained themselves sufficiently. But they may also arise from the constant though subdued resentment many customers seem to feel about one aspect at least of the very special relationship between the banking system and its customers; the way in which it charges for its services.

Bank charges are always good for a grumble. The customer does not know exactly how these are computed on his or her account; various generalisations are advanced by experts, but the bank as such never specifically explains. The customer does not get an account for bank services; these are deducted from his account at times the bank chooses, so that he never gets a chance to argue until afterwards. In practice, most independent experts would reckon, British banks provide a range of service that is the envy of bankers in other advanced countries, for extremely moderate charges. But since the customer knows relatively little about these charges in his own case, and usually nothing of what banking service costs in other countries, he is not impressed by their moderation; he is vaguely irritated by their arbitrariness. One's bank manager, moreover, has an aura somewhat resembling one's headmaster; he is respected rather than loved, and one's meetings with him are salutary rather than enjoyable.

Their courteous, but occasionally prickly, relationship with a vast number of customers who understand little of the system they are using, and the likelihood that as the use of bank accounts spreads even more widely, new customers will understand even less, conditions some of the ways in which the banks can seek to reduce their costs, or stop them rising further. The banks have a sizeable and well-educated staff—not much over 100,000 in all, across the country; and the cost of such people is rising steadily, partly through their own pressure for higher salaries but even more through the competition of other employers for people of this quality.

The banks, therefore, have in technical jargon a " high labour-content " that is steadily becoming more expensive; investment in labour-saving equipment ought to pay them. But the nature of their " raw material "—primarily, the 2,000,000 to 3,000,000 cheques written every day in Britain—is liable to wide and almost antic variation. And the banks have long despaired of any innovation in banking practice that would depend upon standardising the behaviour of their myriad customers—the unpredictable, largely irrational you and I, that is. We should protest, inevitably. More important, we should pretty often get it wrong.

The nature of the cheque, which is the primary document of the banking system, therefore sets its own limits to the ease with which further labour-saving equipment—in particular, electronic accounting systems—can be introduced into banking. Cheques, with the credit slips that accompany them as they enter the operations of the banking system, may be of a variety of sizes (in particular, your cheques and mine require only one signature, while a company's frequently require more than one). They may be unorthodox in pattern; when one comes to the end of a cheque book one may borrow a cheque from somebody else's, or use a plain form from a shop or club, and an instruction to pay simply written on plain paper will do.

What is the process one needs to mechanise? Essentially, it is the sorting of cheques and the resultant debiting and crediting of customers' accounts according to them; both involve " reading " the cheque in one way or another. Sorting proceeds daily at several levels. The local branch of the bank sorts out the cheques which are drawn between its own accounts. The bank headquarters sorts out the cheques drawn between accounts with different branches of the same bank. Those drawn in favour of accounts with other banks are passed to clearing houses, of which there are twelve in the provinces and a central one in London, where a small army of some 1,500 girls sorts them by hand, according to the code numbers of the branches printed on the cheques. They are eventually passed back from higher levels to the relevant branches, for listing and for the necessary adjustment of customers' accounts.

It would be possible, perhaps, to have the cheques produced by major business firms all typed in some special form that could be " read " electronically by the various machines that would be needed to handle cheques. But the banks have no hope of enforcing this on personal customers, and an electronic system set up to handle " business banking " alongside the existing array of clerks handling all other cheques could increase rather than reduce costs. Equally, the electronics engineers can visualise the possibility of designing some form of scanning machine that could cope with all the idiosyncrasies of human handwriting; but the banks do not want to wait that long.

What the banks have decided to do—following pioneers in the United States—is to print the amount concerned on the cheque, as well as the account number, in a standardised form that can be read by a machine. The amount will have to be printed on, therefore, after the cheque is handed across the counter; and though there are a variety of " optical " scanning machines that might be able to read ordinary standardised typefaces, the banks have now settled on the use of magnetic ink, which facilitates reading by machine. They will not need to use the whole alphabet for their " machine language "; ordinary Arabic numerals, plus some conventional signs, will do.

The cheques as received across the counter, with the code figures printed on in magnetic ink to show the amount concerned, will pass eventually to a cheque-sorting machine. This will pick up each cheque, read its coding, and sort it out; probably " progressively " as girls in the head offices sort cheques to-day, *i.e.* first into about a dozen to fifteen piles according to the first symbol of the coding; each pile into another dozen according to the second; and each of these into about as many again according to its third reading—which would readily cover the 2,000 branches of the largest British bank.

The extent to which one can employ a computer to carry out the operation of debiting and crediting customers' accounts depends not on the technicalities involved but rather on the amount of work one needs to justify installing a computer. Technically, the operation, including the " printing out " of customers' statements, is not a complex one for any computer; the machine needs relatively limited calculating capacity, but rather a large " memory " store to hold within it all the details of customers' accounts. But comparatively few branches have enough accounts to justify a computer for their own accounting; and it does seem likely that the development of " electronic banking " will lead to some centralisation of book-keeping into larger regional groups which together can keep a computer busy.

How many bank clerks is this likely to save, or put out of employment? Nobody is quite sure. One estimate, some years ago when the British banks first started considering electronics, was that up to 40 per cent. of the work now done in banks could be done electronically; so that after a few years one might conceivably do the work now done by 100,000 staff with 60,000-80,000 maintenance men. When one considers that a large proportion of bank clerks are girls, who stay on the average no more than five years, one can see that the introduction of electronics need hardly involve much " redundancy "; merely ceasing to recruit quite as many new people, while letting present staff leave as some of them always will, could reduce the numbers painlessly.

How soon will this happen? Well, after quite lengthy deliberations, the banks and the machine designers are now moving fairly quickly. Lloyds ordered a cheque-sorting machine early last year; by December, all the banks had agreed on which kind of " magnetic language " to use in all their reading devices and Barclays had arranged to hire a sorting machine to test it; a Scottish bank has now ordered a cheque sorting machine and computer. Most of the banks now have computers on order, to be used initially on accounting and calculating work before the "automatic cheques" come into circulation. Progress still requires some minor changes; we may for example have to have our cheques printed on rather stiffer paper, like American cheques. But even when the technical revolution in banking is complete, we shall hardly be facing computers across the counter; your overdraft and mine will still receive the same courteous, comprehensive personal service upon which the British bank customer, in spite of his occasional grumbles, so confidently depends.

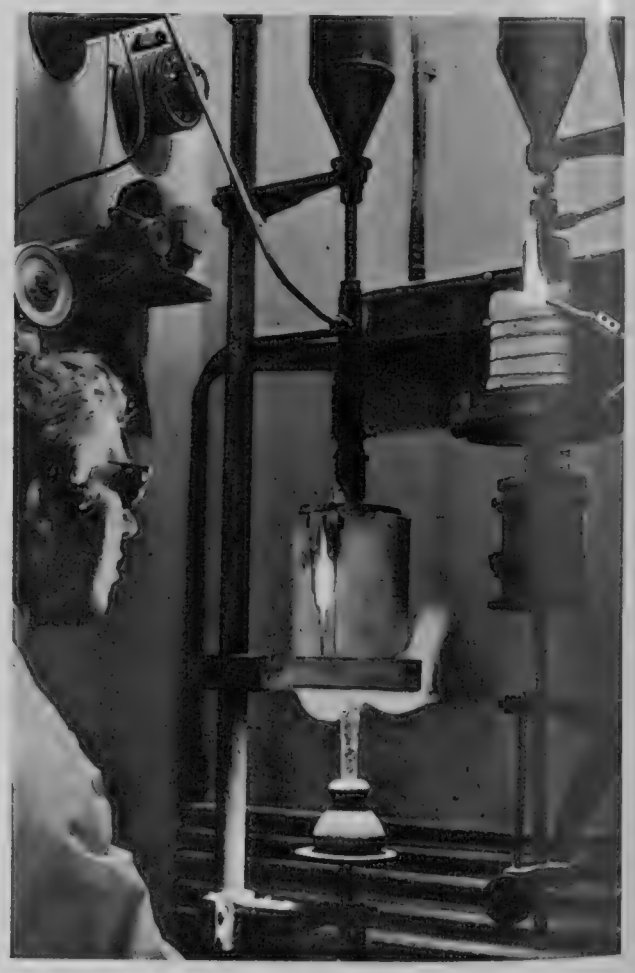
FRUITS OF RESEARCH

A new structure for the Wembley Research Laboratories of The General Electric Co. Ltd. was announced recently by the Company's Director for Research and Technical Development, Mr. O. W. Humphreys. He stated that autonomous research units, operating side by side, each sharing the same scientific and administrative services, were being set up. To mark this fundamental change of policy, the Laboratories have been renamed the Hirst Research Centre, after the founder of G.E.C., the late Lord Hirst. The change is a logical step following the formation at the beginning of the year of five new operating groups of G.E.C.—Domestic Equipment, Installation Equipment, Lighting and Heating, Osram, and Radio and Television—to join the Telecommunications and Electronics Group and Engineering Group. The new policy is aimed at achieving closer associations between research units and the seven groups, so that the results of fundamental research can be exploited quickly.

Some idea of the wide range and fundamental nature of the work carried out in the research laboratories can be gained from the pictures on this page. But these only show a few of the experiments which are being carried out. The examples concern activities which have involved substantial work in recent years and are beginning, or will shortly begin, to show returns on the company's investment. For instance, work on semi-conductors started about ten years ago and expenditure in laboratory and factory reached about £2,500,000 before production was really under way. This year it is estimated that after paying the cost of the current research and development programme, about £400,000, the company will show a profit in this field.

Since graphite has become the moderator preferred for British reactors, the G.E.C. research laboratories at Wembley have carried out extensive research in improving this material. The demonstration shows the effect of impregnating a graphite tube to make it less porous. Compressed air is pumped into two graphite tubes which are being held underwater: the escape of bubbles from the left-hand untreated tube shows how porous it is in comparison with the strengthened, impregnated, right-hand one

Experimental apparatus usedf or producing silicon crystals for high frequency transistors. The result of intensive research, the new fabrication technique, producing what are known as " regrown diffused " silicon crystals, shows promise of being able to make rugged reliable silicon transistors as economically as the present germanium types



In this furnace, crystals of ruby are grown from a small seed up to a maximum of 1½ ins., in a oxy-hydrogen flame operating at about 2,000 degs. C. This is part of the fundamental research in the growing of crystals, and investigation of their magnetic behaviour, for Microwave Amplification by Stimulated Emission of Radiation (Maser). The basis of this is that certain types of weakly magnetic crystal have the property that energy can be fed in at one length and extracted at another. They provide an amplifier for radio signals in which extraneous noise is negligible

Right: The life of a tungsten filament lamp depends largely upon the rate at which tungsten evaporates from the incandescent filament. By adding iodine vapour to the usual gas filling, evaporation can be reduced and the evaporated tungsten can be prevented from reaching and blackening the inside of the bulb, if the temperature of the wall of the bulb is high enough. Since this assembly is small it can be mounted side by side with a quartz high-pressure mercury vapour discharge lamp (as right) in the same phosphor-coated jacket. This lamp then combines the long life of discharge varieties with the good colour properties of a tungsten filament lamp

Set in the Devon countryside, near Paignton, are the modern buildings of the Standard Telephones and Cables factory

LIGHT INDUSTRY AT PAIGNTON

Staff living near the factory on their way home for lunch

One problem, which seaside resorts have made urgent attempts to solve in recent years, is that of keeping people employed outside the holiday season. There have been publicity campaigns to encourage off-peak holidays and to extend the season, but these, faced with the continual hazard of English weather, can do no more than alleviate the problem. But in some places, at least, an effective course in increasing the total of people employed throughout the year has met with success. Holiday resorts are by nature inimical to heavy industrial development, but light industry has been seen by local councils as a solution. For instance, along the South Coast, typewriters and electrical goods are manufactured at Brighton; refrigerators at Bognor; radios and television sets at Portsmouth; and electronic valves and capacitors at Paignton.

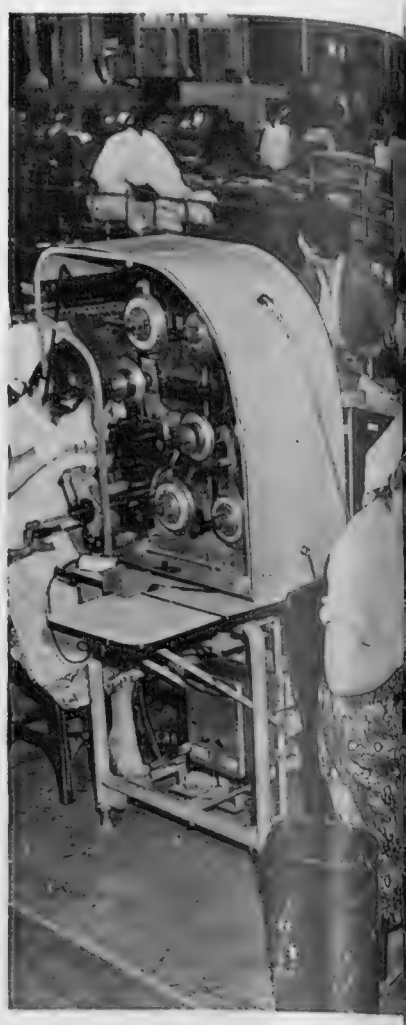
The decision that Standard Telephones and Cables Ltd. should build a new factory at a West Country resort originated after the war. Although the company's wartime "shadow" factory at Ilminster, in Somerset, had served its purpose well in the production of special valves for radar, by the early 1950's the buildings were overcrowded and the plant outmoded. There was a suggestion that the Valve Division should return to the London area, where many of the company's other factories are, but it was decided in the end to remain in the West Country to avoid over-concentration in London.

During this period, the Paignton Urban District Council was looking for light industry, which the town did not possess. Employment relied mainly on the hotels and catering trades. The Council invited Standard Telephones to build their new factory in the town, promising every assistance. Work on the site began at the end of 1954, on the 46 acres of meadow-land along the Brixham Road. The move to the new buildings began in September, 1956, a difficult time with the Suez crisis and petrol rationing. The success of the new home of the Valve Division prompted the company to build a second factory on the site in order to centralise the manufacture of capacitors (condensers). These had been previously made at Woolwich and Treforest.

The last unit moved from Woolwich this month. This section of the company makes the high-quality capacitors which are used in submerged repeaters for long underseas telephone cables. Repeaters are spliced into the cable at intervals to maintain the speech strength at an intelligible level: without them, long-distance telephones would be impracticable. The failure of a capacitor or valve, made at Paignton, on the new United Kingdom/Canada telephone cable would mean the expenditure of many thousands of pounds in chartering a cable repair ship and in the loss of telephone revenue while the cable is out of service. Therefore submerged repeaters and their components are manufactured in special air-conditioned areas to avoid contamination, and to the highest possible standards.

(*Continued overleaf*)

In this workshop tantalum capacitors (condensers) are produced for long-distance telephone and television equipment



Operators are engaged on the delicate ta

LIGHT INDUSTRY AT PAIGNTON

(*Continued from previous page*)

Nearly 2,000 people are employed at the Paignton factories. A quarter of them came with the firm bringing special skills and knowledge. They were joined by about 1,350 workers from the area and 150 recruits from other parts of the country. As both the Capacitor and Valve Divisions expand in the next few years, there are prospects for the employment of about another 400. No ordinary radio and television valves are manufactured at Paignton. The factories specialise in the types used in radio transmitters, of which the B.B.C. take a large number; radar; aircraft radio; and telephone and television transmission over-cables and microwave radio links. Television networks in the United Kingdom, Canada, Newfoundland, Japan and Sweden, and trunk telephone systems in Britain, Australia, South Africa, New Zealand, Malaya, Austria, Sweden, Spain, Switzerland and Brazil, all employ microwave valves made at Paignton.

For the employees working in the airy modern conditions of the new factories there are a number of advantages conferred by the siting of the buildings. The sea can be seen, for instance. At lunchtime on any fine or warm day many of them make for the beach. Broadsands is only five minutes away by car and there are a number of changing cabins. A picnic on the sand is a favourite way of having lunch. The company's athletic and social club has many enthusiastic members, interested in swimming, sailing and gardening. The apprentices own three sailing dinghies between them, and many of the staff have boats which they keep in Paignton or Brixham harbours. One of the boats is used by the flourishing Sub-Aqua club.

In order to help with the accommodation of the 300 married people who came to Paignton from Ilminster, the Urban Council built a hundred houses for rent. Many families have bought houses in the neighbouring countryside or in the town. Paignton, to-day, boasts many new houses to accommodate its rising population. Work on these new homes was one of the reasons given for the drop in the town's unemployment rate last year. With the new factory employing 2,000 out of a total employable population of a little under 9,000, the rise and fall of seasonal employment has been greatly ameliorated.

Research workers in the analytical laboratory

On the beach at Broadsands near the factory and **right:** a picnic lunch

making polystyrene capacitors for high-grade electronic equipment

Making valves for submerged repeaters—amplifiers, which are used in submarine telephone cables

Judges at the factory horticultural show

Some members of the staff at the factory spend their weekends in boats

INDUSTRY AND THE STOCK MARKET

WORK FOR PLAY

By "THE SPHERE" CITY CORRESPONDENT

Children are the most conservative of creatures as any parent can testify. However painfully the designers may rack their brains to produce new and ingenious toys and games, it is invariably for the dolls and soldiers, Teddy bears and cowboy outfits, trains and motor-cars, Snakes and Ladders and Ludo that children retain their loyalty. Space guns and helmets have their appeal, but it seems to pall fairly quickly; new games can seldom for long replace old favourites like Snap and Happy Families. It is this deeply-rooted conservatism that partly accounts for the difficulties of so many of the toy companies. Although sales of all toys have doubled in the last ten years to reach £40,000,000 in 1960, the 300 or so firms in the business have to compete fiercely with a roughly similar line of products. Added to this, foreign toys have come trundling in with increasing speed since the ending of quotas for European imports just over a year ago, and plastic toys from Hong Kong are making life more difficult for manufacturers at the cheaper end of the trade.

Plastic has replaced metal, wood and plaster for many toys, although foreign buyers still firmly demand that toy soldiers are made of lead. While sales of metal toys rose in value from £10,000,000 to about £13,500,000 in the last ten years, sales of plastic toys increased 200 per cent. to £9,000,000. Over the same period there was only a slight rise in sales of wooden toys. Most of the companies in the industry are small privately-owned concerns whose production and profit figures are not published. J. W. Spear and Sons is among the more important of them. Four-fifths of the industry's total output is in the hands of half a dozen public companies.

The biggest toy company in the world is Lines Brothers, famous for its Tri-ang trade mark, which was an inspiration of the three Lines brothers who started the firm in 1919. It makes 3,000 varieties of toys and produces a quarter of the total British output, including cycles, pedal cars, rocking-horses, dolls' houses, perambulators, and model aircraft. It has several factories in Britain and others in Australia, Canada, France, Germany, New Zealand, South Africa and America. It also owns Hamleys, of Regent Street, the world's second biggest toy shop, and a chain of fifty other shops. It is almost alone of the toy companies whose shares are quoted on the Stock Exchange in that its financial record has been consistently progressive. The accounts which are due to be presented this spring will certainly disclose that profits have risen to yet another peak.

Meccano of Liverpool, a name probably as well known as Tri-ang, is the second biggest toy firm in Britain. Its fortunes, however, have been a good deal less happy than Lines' with profits tumbling from £965,000 to about half that figure in four years. Mr. R. G. Hornby, the chairman, has said that he hoped the results for the financial year just ending would be more satisfactory. Besides its Meccano outfits, the company makes Dinky toys and construction sets and Hornby-Dublo trains.

Airfix Industries, a comparative new-comer as a public company to the toy trade, is proving remarkably successful in such a tough field. It was formed from the shell of the old Ceylon Cocoa and Rubber Co. and concentrates on plastic construction kits, model ships, motor-cars, aeroplanes, etc., which it sells to Woolworth's and other chain and department stores. In its three years of public life its profits have increased sharply and are likely to have exceeded £400,000 in the year that ended last December.

The Chad Valley Company, on the other hand, has had a particularly depressing experience. Its profits reached a peak of £150,000 in 1951 but then declined steadily, turning into losses for 1956, 1957 and 1958. There was a slight return to fortune in 1959 with earnings of £13,000, and in the year just ended it is expected that a further recovery took place. The group is centred at Birmingham and produces games and a wide range of toys. It also has sidelines in box-making, household tinware and bottle caps and tops. D. Sebel and Company, of Erith, is known for its Mobo and Jetex toys and is also a manufacturer of nursery furniture and parts for the motor and aircraft industries. Its profit record has been consistent, if not very inspiring, and 1960 earnings are believed to have been at a satisfactory level.

It must be admitted that with the exception of one or two of the leading companies, British toy makers have not been particularly successful since the war. On the export side, the picture has been disappointing. While Japan exported £20,000,000 worth of toys last year, and Germany £12,000,000 worth, Britain's contribution was only £8,000,000. This was only about 20 per cent. higher than five years ago and there are still no reports of a determined export drive. Our biggest overseas customers are Australia, Canada and America, but the latter is a much bigger buyer of Japanese and German toys.

The best prospects for the industry seem to lie in quality toys as competition from foreign manufacturers, both in home and overseas markets, become stiffer. The increase in the birth-rate should also mean a reasonably buoyant home demand, providing there is no major economic setback. From the investment viewpoint, Lines Brothers offers the best prospects with its Ordinary shares at around 28s.

COMPANY MEETING REPORT:

LLOYDS BANK LIMITED

Sir Oliver Franks on Bank's Year of Satisfactory Progress

RESTRICTIONS CHECK ECONOMIC GROWTH OF U.K.

The ANNUAL GENERAL MEETING of Lloyds Bank Limited will be held on February 10 at the Head Office, 71, Lombard Street, London, E.C.3.

In the course of his circulated statement the Chairman, the Rt. Hon. Sir Oliver Franks, G.C.M.G., K.C.B., C.B.E., says:

Subject to the approval of the shareholders we intend, as has been announced, to increase the capital of the bank by the issue of one fully-paid share for every five shares held on January 6.

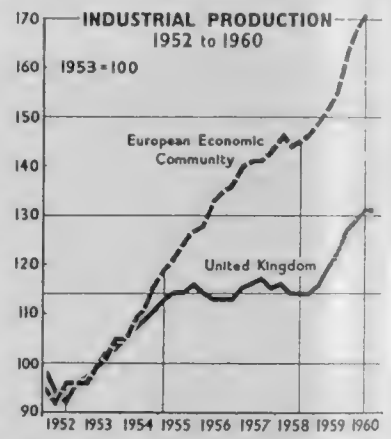
The profit for the year at £4,605,994 is £1,181,380 higher than last year and the dividends paid and proposed represent an increase of 1% per annum. The over-all picture for the year has been one of satisfactory progress.

In his review of economic conditions, Sir Oliver says that the year which had just ended marked a clear turning-point in the country's economic affairs. While 1959 was a year of stimulation and expansion, the keynote of 1960 was the return to restraint. He adds: It seems clear that the results intended and desired by the authorities have not yet been accomplished. On the other hand, the measures taken have had, as on previous occasions, some results that were neither intended nor desired.

DYNAMISM OF COMMON MARKET

The check to economic growth, which is the unintended by-product of restrictions, is a most important consequence. It is thrown into relief if we compare the recent performance of our economy with that of our Common Market neighbours across the Channel. In every aspect of economic life theirs has been the more dynamic showing. Trade between members of the Community during the first half of 1960 was more than one-third larger than in the corresponding months of 1959. That remarkable expansion was, of course, spurred on by the lowering of barriers to trade between the member countries. But their exports to the outside world also rose by 22 per cent. over this period—exactly twice as much as our own; and in the third quarter the exports of the Community to the rest of the world still showed a rise of 9 per cent. on the year, whereas ours were only 3 per cent. higher.

It is instructive to compare the record of the Common Market countries in industrial production with our own and to take the comparison back to 1952, before the Rome Treaty was signed or even suggested. The picture which emerges is shown in the diagram.



Perhaps the most striking feature is not that expansion in the Common Market countries has been faster but that it has been more continuous. In the periods in which the brakes have been off our own rate of expansion compares quite well with that in the Community. Thus, from the third quarter of 1952 to the first quarter of 1955 our own index of production rose by 23 per cent., that of the Common Market countries by 24 per cent. Then comes the great contrast. From early 1955 to the third quarter of 1958, after the application of the brakes, we experienced three years of stagnation; over the same period production in the countries of the Six went ahead by a further 22 per cent. From the ending of the credit squeeze to the second quarter of 1960 industrial production in the United Kingdom rose by 15 per cent.; in the Common Market it rose by a further 18 per cent.

This is a straightforward recital of the facts. No doubt, Sir Oliver says, we shall draw different conclusions from it. It may be said, for example, that such comparisons must be interpreted with great care; that the behaviour of the American economy was even less impressive than our own; that an expansion of some 40 per cent. over this period (compared with the Common Market's 80 per cent.) was the utmost we could sustain without incurring greater evils. All these things may be true. They do not alter the fact that if we are to mark time for three years out of every eight while others go marching ahead, then we are bound to fall behind the general progress. Prolonged standstills of that kind would matter less if we were all the time devoting an exceptionally large proportion of our resources to capital formation and thus laying the foundations for future increases in productivity. This is unfortunately not the case. We have been devoting not more but rather less of our national product to provision for the future than most other leading nations.

How, then, are we to escape from this threat of lengthy periods of stagnation without sacrificing other desirable objectives? It must be said at once that there can be no magic recipe for combining growth with stability.

Apart from operating too slowly, our traditional methods nowadays perform effectively only part of the job for which they are intended. Financial restrictions are designed not merely to check over-all demand, but to promote a lowering of costs and a more efficient deployment of economic resources. Nowadays they serve merely to restrain demand without, in the short run, producing those effects on the economy which are also part of the prescription.

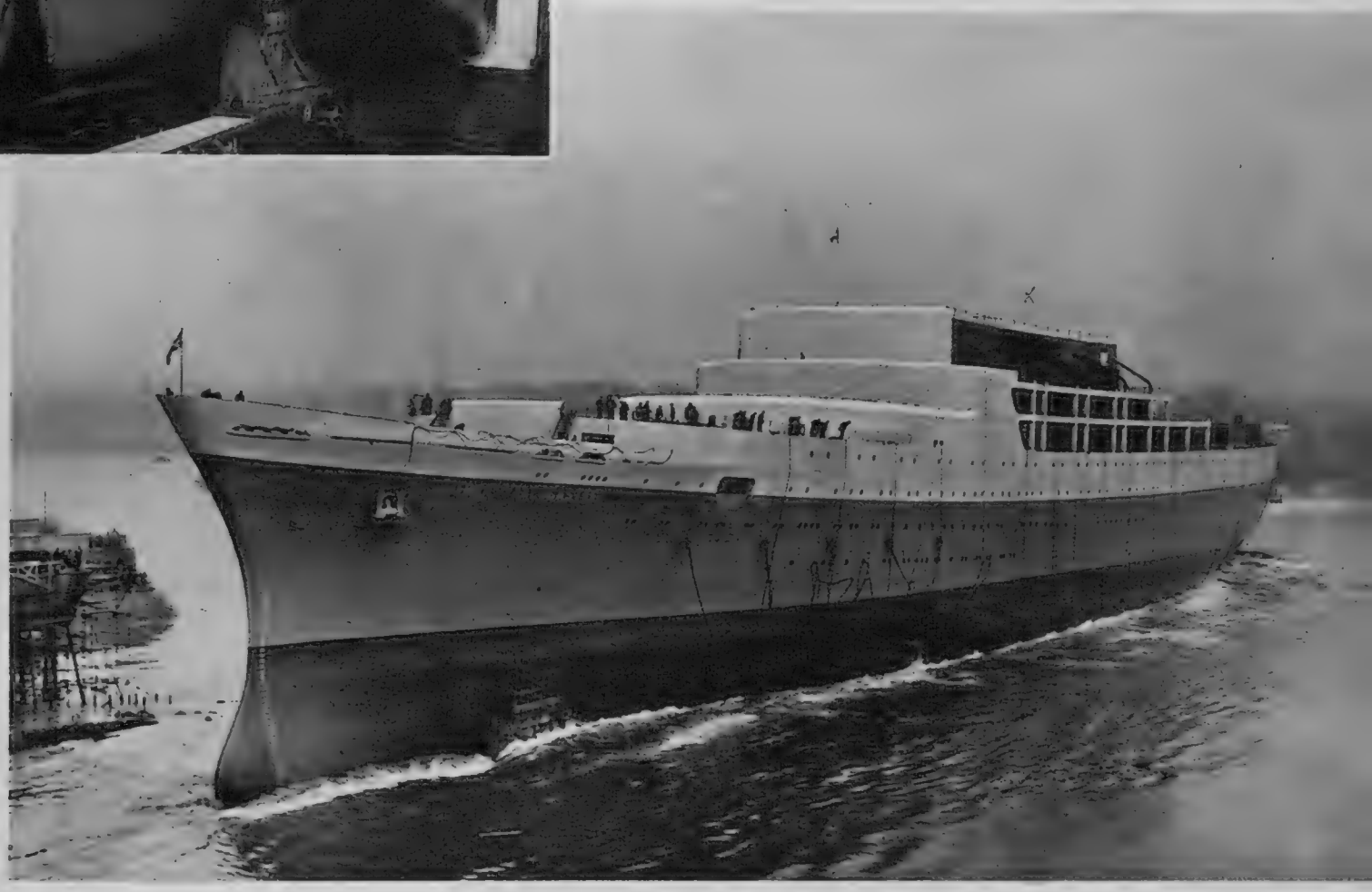
BUDGET MUST REGULATE DEMAND

In our circumstances, Sir Oliver holds, the strand of demand which should be restricted in the first instance is consumer demand. The obvious way in which to operate on consumer demand is through the mechanism of the Budget. Different people and different parties will of course have their own ideas of the particular forms which action might take. There should, however, be general agreement that within the public sector, so within the private, investment expenditures should be given priority over expenditures that promote consumption. It is impossible to achieve the general objective of restraining consumption instead of investment, putting a curb on spending rather than on saving, without affecting the ordinary man. It is simply a question of deciding which particular methods are least distasteful. Much as we may all dislike taxation, by whatever name, we cannot afford not to use the Budget as a method of regulating the economy.

LAUNCHED

The *Transvaal Castle*, which is due to start in the Union-Castle's South African service next January, introduces a new idea into sea travel. Providing accommodation for about 740 passengers, she will be a hotel-class ship: there will be different types of cabins from which passengers will be able to choose, the cost of the passage will be based on the type of accommodation reserved; and all the other amenities of liner travel will be available to all passengers, irrespective of the cabins they occupy. The liner is 756 ft. long; her hull has a bulbous prow and Denny-Brown stabilizers; and her 40,000 S.H.P. engines will give her a cruising speed of 23 knots. Her launch was not an entirely happy occasion at John Brown and Co.'s yard at Clydebank, for the *Transvaal Castle* is the last big passenger liner on order at present in Scotland. Speakers at the launching emphasised that the Clyde must get the order for the *Queen Mary* replacement to avoid serious unemployment.

The liner *Transvaal Castle* slides down the slipway, having been launched by Lady Cayzer, the wife of Sir Nicholas Cayzer, the chairman of the British and Commonwealth Shipping Group



Right: The 33,000-ton liner moves out into the Clyde. She is the second largest passenger liner to be built in Scotland since the war

Left: Britain's latest and most powerful distant waters trawler, the *Lord Nelson*, is launched at Bremerhaven, in West Germany, for Associated Fisheries Ltd. She is a revolutionary vessel in that, unlike conventional trawlers, she will fish from the stern, as can be seen in the picture, instead of from the starboard, which is normal practice. A further innovation is that she will freeze half of her catch of 340 tons of fish at sea, the first British distant waters trawler to do so. It is claimed that this will mean that fish from as far away as the Arctic will arrive in Britain as fresh as when caught. The *Lord Nelson* is of 1,400 tons and is 236 ft. long. She is being built at a cost of £400,000 and will belong to the Lord Line, operating from Hull. The vessel is due to be completed by mid-March, and will be brought to the Pool of London before she proceeds on her maiden voyage

MOTORING

IN THE RECESSION

A new automatic gear-box and other items of interest

By **COURTENAY EDWARDS**

Mr. Alick Dick, chairman and managing director of Standard-Triumph International, voiced an opinion which is now widely held in the motor trade when he said the other day: " Personally, I don't favour the idea of continually lobbying the Government to remove trading restrictions. In the short run, the more pressure the industry puts on the Government in this way the more the public refrains from buying in the hope that restrictions will be lifted and that cars will become cheaper."

It is very natural that motorists should hold back from buying a new car if they think that purchase tax is going to be cut, that manufacturers may slash prices to get rid of accumulated stocks and that hire purchase restrictions are likely to be eased. Responsible opinion in the trade says none of these things is likely to happen. It certainly looks as if the recession which has hit the motor industry will last longer than the car chiefs thought until quite recently. There will obviously be a revival in the spring but it may be a long time before the industry is back to full production.

The 1961 Vauxhall Cresta is fitted with a new 2.6-litre engine and has a number of other changes

The Hydra-matic transmission offered as an optional extra on the 6-cylinder Vauxhall Velox and Cresta models adds much more to the value of these cars than the £170 (including purchase tax) at which it is listed. I say this without reservation after road-testing a 1961 Cresta fitted with both this well-designed automatic gear-box and the Clayton Mot-a-vac servo braking unit (which costs £12 17s. 6d. plus fitting charge). With these two extras the six-seat, 90-m.p.h., 2,561-c.c. Cresta costs a total of £1,197. The automatic Velox, with normal braking, costs £1,099.

The new Hydra-matic gear-box is a lighter, three-speed version of the four-ratio Hydra-matic transmission which has been in production for twenty years. It consists of a fluid flywheel and two hydraulically-controlled epicyclic gear trains. In second or middle gear the transmission is entirely mechanical, none of the engine power being transmitted hydraulically. This gear can be held more or less indefinitely by moving the lever to the " S " position to give maximum engine braking or crisp acceleration.

When the car is in top gear, two-thirds of the engine power is transmitted mechanically and one-third hydraulically through the fluid flywheel (which also gives torque multiplication for first and reverse gears). This arrangement results in remarkably smooth, quick gear changes with little or no power loss and the increase in fuel consumption compared with the synchromesh model is small. *The Motor* puts it at 12½ per cent., and the average owner of an automatic Cresta can rely on 18 or 20 miles to the gallon. The Cresta's new, 2.6-litre engine seems just right for this gear-box. It has a number of safety features to prevent damage to the engine by over-revving. You cannot, for example, engage low gear at speeds above 31 m.p.h. Nor can you get reverse if the car is travelling faster than 8 m.p.h. In addition to the use of the steering-column lever you can over-ride the automatic gear-box by pressing hard on the accelerator pedal to get a lower gear.

The Cresta accelerates from rest to 50 m.p.h. in 12 seconds. Other good points I noted are: low centre of gravity, stainless steel surrounds for screen and rear window, large illuminated boot with counterbalanced lid and separate under-floor compartment for the spare wheel, thermostatically-controlled heater with quiet two-speed fan, horizontal speedometer with indicator finger which warns of speed stages by changing colour, long-range sealed-beam headlamps which also give a better spread of light in the dipped position and the use of a bituminous plastic material as waterproofing for the underside of the car.

I did not like the handbrake, I was surprised there was no reversing light, the wipers left an irritating blind spot in the middle of the screen, the gear indicator quadrant should be illuminated and frost settles thickly on the almost " flat " rear window.

The Dunlop Racing Organisation in a typical scene at a motor race

There is a natural affinity between motoring and boating and many of the visitors to the recent international Boat Show, sponsored at Earls Court by the *Daily Express*, were motorists who are also enthusiastic owners of boats. Whatever is happening in the U.S., the boat has not yet displaced the car as a status symbol in Britain, yet the Boat Show has a glamour and fascination of a brand which the Motor Show will never be able to match. Tall white sails tapering up towards the roof did much to relieve the austere nature of London's biggest and grimmest exhibition hall and that centre-piece—an attractive representation of a Mediterranean fishing harbour—was wonderfully evocative of sunny summer holidays.

Mooring facilities at Britain's main boating centres are becoming very scarce and many boat owners are finding it desirable to take their craft from home to coast or river and back again the same day, so it was not surprising that trailers, towing-gear and roof racks were prominently featured. There were trailers strong enough to take a five-ton cabin cruiser (which, while being towed to distant waters, could be used like a caravan for sleeping) and I saw one which has been tested with full load at 100 m.p.h.

The Ferodo Gold Trophy, awarded annually by a panel of independent judges for the most outstanding British Commonwealth contribution to the sport of motor racing, was last week presented to the Dunlop Rubber Co., whose tyres were fitted to all the winning cars in last year's championship events. The handsome trophy was presented by Ferodo's retiring chairman, Mr. Geoffrey Sutcliffe, to Mr. George Beharrell, chairman of Dunlop, who was knighted in the New Year Honours List. Racing speeds in 1960—last year of the old 2½-litre formula—showed a big increase on 1959. For instance, Jack Brabham (Cooper-Climax) won the British Grand Prix at Silverstone at 108.7 m.p.h.—6 m.p.h. faster than his winning speed the previous year. It has been estimated that at least half the credit for last year's extra speeds is due to Dunlop tyre improvements, including better road-holding and longer tread life.

The makers of Molyslip, the engine oil additive, recently carried out an interesting demonstration of their product. They took two Hillman Huskies, both of which had done 9,000 miles. They drained the sumps, replenished with the same grade of oil and added Molyslip to one of them. The cars were driven through the night for 500 miles and taken to Brands Hatch, Kent, where the sumps were drained. The two Huskies were then sent out onto the circuit with empty sumps and the drivers were told : " Drive them at between 35 and 40 m.p.h. and see what happens."

The Husky which had been treated with Molyslip kept going for 36 minutes and covered 14 miles before stalling through overheating. The other car lasted only 14 minutes and did 6.82 miles before seizing solid and

Snow-clearing on Britain's main roads—**left:** a grit-spreading and snow-clearing vehicle and **right:** a rotary snow plough developed by the Ministry of Transport

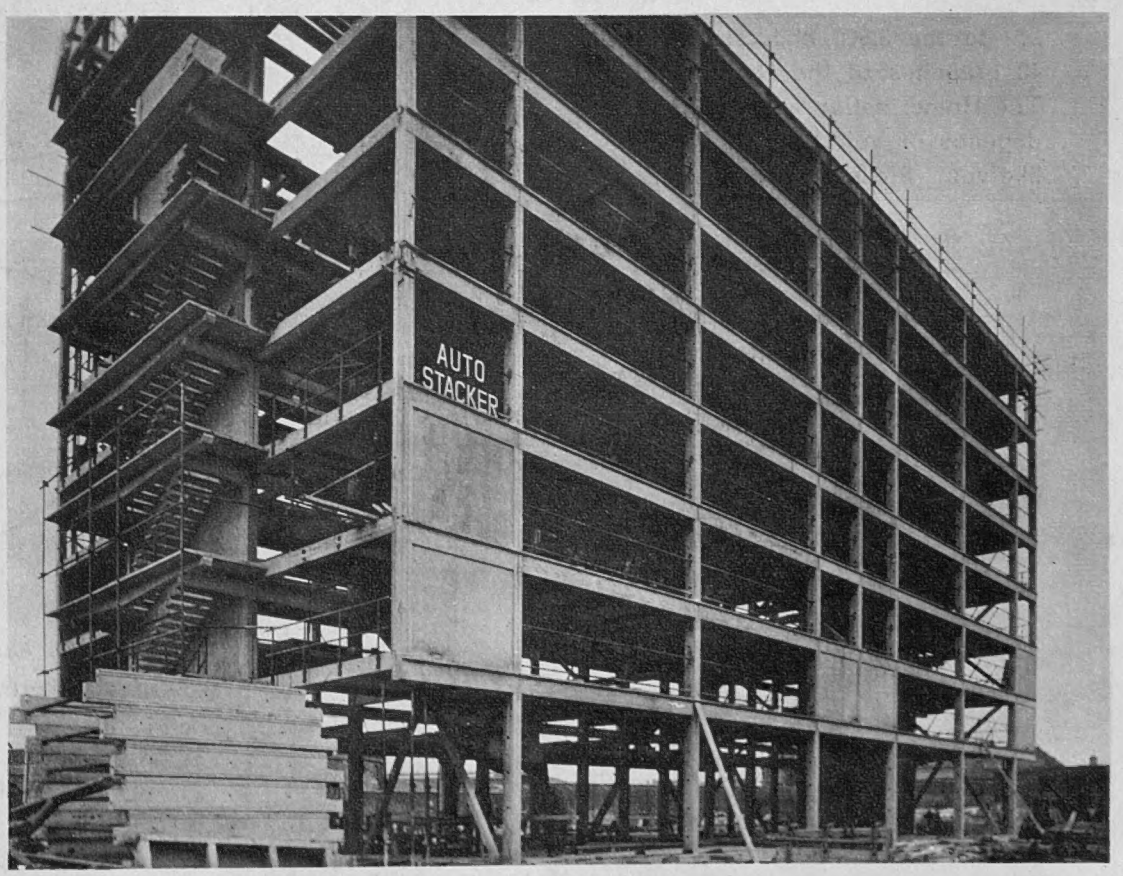
The Ministry of Transport's grit-spreading and snow-clearing vehicle employs a Scammel chassis, an Atkinson twin-gritter body and a spinner mechanism and Howie angle blade. It operates at speeds up to 30 m.p.h. Also used on motorways and major roads, the snow plough has a chassis developed by the Ministry of Transport in conjunction with Douglas Equipment Ltd., of Cheltenham, and a Beilhack plough-head imported from Switzerland. A special feature of these new vehicles is their high mobility from one area to another.

Left: In spite of bad weather, good progress is made on the new bridge spanning the Haddiscoe Cut, linking the River Waveney to the River Yare in Norfolk. The bridge, near Reedham, will speed traffic on the Norwich-Yarmouth road

doing serious damage to the engine. The "treated" car restarted without difficulty after being allowed to cool and was driven back to London. This additive is one of a number now on the market made from molybdenum disulphide. This is based on molybdenite, a mineral found largely in the Colorado Mountains. Each molecule of this substance is a "sandwich" of sulphur with molybdenum atoms as the "meat." It is claimed that "moly" plates the friction surfaces of an engine—pistons, bearings and the like—with a protective metal coating.

Briefly . . . . The £129,000,000 take-over bid for Ford of Dagenham by Ford of Detroit has succeeded, only formalities remaining . . . . Mr. Charles Forte, the caterer, is planning a multi-million-pound scheme for the erection of luxury motels throughout Britain . . . . Like Jaguar, Aston Martin report a record demand for their cars with no slackening of production. . . . What a pity that disagreement has broken out between the car safety-harness manufacturers and that a recent meeting to launch an international association was backed by only one firm . . . .

Vauxhalls have made a record number of six £450 awards to employees for cost-saving suggestions . . . . The makers of the anti-dazzle screen which has now been in use on M1 for twelve months claim it has also saved lives by acting as a barrier between the fast traffic lanes . . . . The Ministry of Transport has moved from Berkeley Square to St. Christopher House, a new office block in Southwark Street, S.E.1, said to be Europe's biggest single office building . . . . Smiths have taken four British cars to Sweden for extensive car heater tests.



The multi-storey car park being built on the site of the old Woolwich Empire in London is the first such fully-automatic car park to be erected for a public authority in Britain. It is nine storeys high: the ground floor will be occupied by service workshops, a showroom and entrances for the four lifts; and the eight floors above will provide parking space for 256 cars. Parking will be a one-man operation, carried out by remote control from a kiosk on the ground floor. The motorist will drive his car on to powered conveyors in front of the lifts and can then lock his car. This will then be moved automatically upwards to the selected parking-space. Design and construction is being undertaken by Truscon Ltd. on behalf of Auto-Stackers Ltd. There is a possibility that the site at the back of the pre-stressed concrete building may be used for a similar scheme

GOOD LIVING

By Ganymede

The calamity at the cellars of Château Ausone, briefly reported in one or two newspapers recently, might have some effect on the supply and demand position of the finest St. Emilion clarets. At the time of writing, in spite of numerous inquiries, I have not been able to ascertain the extent of the loss in detail, but according to the reports, 12,000 bottles and 50 casks of wine were lost when part of the cellar collapsed during a landslide. On the face of it, this represents in quantity almost the equivalent of the average output of a whole vintage of this château. But we don't know which vintages have been affected. As the wine is kept in cask for two or three years before bottling, the destroyed barrels most probably contained part of the 1958 and 1959 vintages, while the bottles would have been of earlier years.

There is no official classification of the St. Emilion region, such as exists in the Médoc. But there is no doubt that Château Ausone shares the top rank with Cheval Blanc and possibly Bel-Air (St. Emilion), and of these Ausone has the smallest output, a mere 100 hogsheads a year. Although no classification exists, quality is carefully watched by the Jurade de St. Emilion and the Syndicat Viticole. Four descriptions are available (in rising order of quality): St. Emilion, St. Emilion Grand Cru, St. Emilion Grand Cru Classé and St. Emilion 1er Grand Cru Classé. These are not given automatically to certain growers, but are awarded by a committee of expert wine-tasters in respect of each vintage. This type of classification is naturally much more reliable than the old Médoc classification which has not been changed since 1855, although there has been much talk in recent years about drastic revision.

The system used at St. Emilion encourages the grower to make the best wine he can as he cannot afford to sit back and enjoy the privileges bestowed upon him by a century-old judgment of quality. It also makes it possible for a grower, hitherto perhaps unknown, or the new owner of a property (whose predecessor has perhaps allowed things to slide a little) to improve the quality and resulting status of his wine by sheer hard work, infinite care, and application of modern expert technical knowledge. When he achieves a good classification, it is only granted for that particular vintage, and he cannot afford to slip back.

From the point of view of the customer, this means a great deal. It often makes it possible for him to buy a very good wine at a reasonable price. I know of one particular château, which was bought about ten years ago by an expert and a great exponent of quality in St. Emilion, M. Daniel Querre. It had not received all the attention it might by its previous owners. M. Querre has worked hard on improving the standard of Château Monbousquet, and his 1955 vintage has been given the "appelation" St. Emilion Grand Cru. The price at which it can be bought in London from one shipper is a really astounding bargain. In my view it will be found, as so many St. Emilions do, that this wine has reached maturity and so can be recommended for immediate drinking.

The sad news about Château Ausone and the mention of Monbousquet bring back many happy memories of my last visit to St. Emilion—both human and gastronomic. Those very cellars of Ausone, hewn into the rocky hillside, impressed me most by their ancient solidity, and I find it hard to imagine the recent disaster. We tasted one or two recent vintages (I was there in the autumn of 1959) of this château as well as those of Bel-Air, which is in the same ownership. They were interesting without holding exceptional promise.

I look back with nostalgia to the luncheon at a long table under the large trees in the grounds of Château Monbousquet. I am still liable to pinpoint the very spot when I see the picture on the label of the bottle. Luncheon was preceded by cool aperitifs, a choice of vintage Champagne or, what was a complete novelty to me, a local Gris Pétillant. For the meal, Madame Querre gave us her own make of *pâte*, an exquisite *Civet de Lièvre*, and a true *Entrecôte à la Bordelaise* (*entrecôte* with red wine sauce in which shallots and chopped bone-marrow have been cooked). We had many wines to drink, two of which I remember especially—Château Bel-Air and the Monbousquet, both of 1955—for I was asked to taste these two "blind," and my host was delighted when I preferred the latter.

Then there was the great day of festivity at ancient St. Emilion to celebrate the diamond jubilee of the Syndicat Viticole et Agricole, and the proclamation of the *Ban de Vendanges* (the start of the vintage) by the Jurade. Flaming torches were the sole illumination during the initiation ceremonies of the newly-elected members of the Jurade and the Vignerons d'Honneur, a dramatic scene in the thousand-year-old church. Wearing their scarlet robes and white hoods the members of the Jurade processed to the Collegiate Church, where solemn mass was celebrated, and where the Archbishop of Bordeaux blessed a vine carried by four bearers as a symbol of the vintage. The banquet lasted well over four hours at tables laid in the medieval cloisters of the Cordeliers (Franciscan monks) for over 200 guests.

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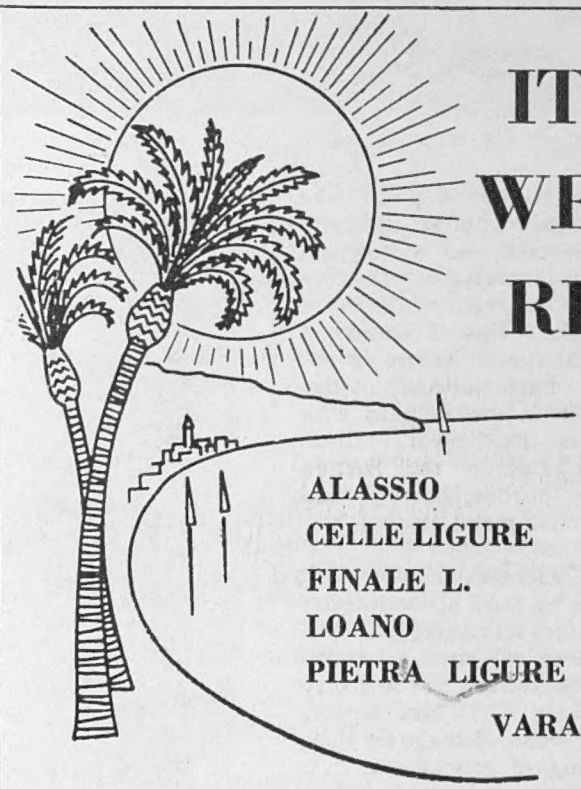

ITALIAN WESTERN RIVIERA

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LOANO — NOLI
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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

CONTINUING my previous article on the road to Land's End, I move on from Honiton to Exeter.

Here there is a choice of two hotels, both outside the city and both quite different. Country house hotel devotees should make for *Gipsy Hill Hotel,* at PINHOE, three miles on the London side of Exeter. From the windows and grounds of this tranquil hotel you will get a panoramic view of Devon scenery extending from Haldon Hill down the estuary of the Exe to the sea. Around is typical English country house charm—stately trees and a well-kept garden. Equally favourable is the interior with large comfortably-furnished lounges, spacious bedrooms and good catering.

On the Exeter By-pass will be found the *Devon Motel,* one of the Graham Lyon Group. All the rooms have private baths or showers and a garage below, while the admirable restaurant and cocktail bar are housed in the converted country mansion attached. Well placed is this motel for the passing motorist.

After Exeter there is a choice of three routes—the main A.30 road via Okehampton and Launceston, the hilly and winding (but scenically more interesting) road over Dartmoor via Moretonhampstead and Tavistock, or the southern road via Plymouth. All have their advantages and one's choice must vary according to the time of the year and the time available.

Taking the A.30 route first, there are a number of wayside hotels and inns that are well versed in catering for the tourist. At TEDBURN-ST.-MARY, for example, is the *King's Arms Inn.* Only eight miles west of Exeter, it should be noted for its good food, wines and comfortable lodgings, as well as the ample car-parking facilities.

Further along are two hotels quite different in character, but equally good in the essentials that matter. First, the *Oxenham Arms* at SOUTH ZEAL, four miles east of Okehampton. Away from the main road, parts of this inn date back to the second half of the twelfth century, but modern comforts in the shape of hot and cold running water, ample bathroom accommodation, razor points and electric heating are now well to the fore. The attractive low-beamed bar is a showpiece as well as a pleasant halting place for refreshment and the hospitable owners will welcome you for a short or a long stay at any time of the year.

A mile or so down the road to *Skaigh House,* at BELSTONE. The terraced grounds overlook one of the loveliest beauty spots of the Dartmoor National Park, and the hotel, a converted moorland house, has been efficiently transformed into a comfortable unlicensed hotel with the best of home cooking and the personal touch of the owning family as the bases to ensure contentment.

The next port of call is LAUNCESTON and the *White Hart.* Trust Houses have done wonders in the rehabilitation of this old posting house and visitors are now assured of comfort and warmth throughout the year, as well as salmon and trout fishing on the hotel water if they want it.

For the remainder of the A.30, until one reaches Penzance, our hotel map is, at present, a blank, so I will turn my attention to the second route—over Dartmoor. On this road in spring and early summer the full glory of the moor can be appreciated and it is worth a leisurely journey to enjoy the views. MORETONHAMPSTEAD is a convenient stopping-place and here I recommend the *Manor House Hotel*—under the direction of British Transport Hotel Services. A luxurious country house, one could well spend several days here enjoying the sporting amenities and surroundings of this fine hotel. There is an 18-hole golf course, badminton and squash courts, hard tennis courts and two trout streams for guests to enjoy, and the house itself is designed to provide the maximum amount of comfort without overcrowding. Golfers should particularly note the special inclusive week-end rates during the off season.

Two Bridges stands at the intersection of two moorland roads and the hotel of the same name has been famous as a coaching inn for many years. Pleasing to the eye and restful to the body are the bedrooms, tasteful to the palate is the catering and, if you plan an extended stay, there are facilities for riding, fishing and shooting.

Strictly speaking, the west-bound motorist should head now for Tavistock but, to see another piece of Dartmoor, continue on to YELVERTON and then either down the long hill into Plymouth or via A.386 to Tavistock. In Yelverton make a point of visiting the *Moorland Links Hotel,* an excellent port of call in transit to and from the Cornish coast and, with directors and staff all personally interested in the welfare of guests, a good standard of food and accommodation is assured.

The southern route from Exeter passes through the rich farmlands of South Devon and, for a stopping place en route to Plymouth, I suggest *Holne Chase Hotel,* outside ASHBURTON. At Dartmoor's foot and overlooking the River Dart, this is an ideal spot for a restful night. We can, from personal experience, vouch for the quality of the food and the comfort and warmth of the hotel—indeed they are the points on which the reputation of *Holne Chase* has been built.

PLYMOUTH, busy commercial and naval port, has a small hotel in the heart of the city that will suit many a visitor. The *Crescent Hotel* is both modern and conveniently situated, so, if you cross the Tamar during the course of your westward journey, call in for a meal in one of the two restaurants or spend a night in one of the six bedrooms—all of which have a private shower.

At Liskeard, the two southerly routes join and, although I have no recommendations for some distance on the road itself, there are many good hotels on the coast. Too numerous to mention here, please write for my advice if you have any special part of the county in mind.

Space is limited, so I must complete my journey with mention of one hotel that all travellers to Land's End by the direct route should note. The *Queen's Hotel,* at PENZANCE, stands on the sea front and is well suited to resident and transient visitor alike. Spacious and modern, it makes a good terminal point to the journey whatever the time of year.

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